

AMERICAN
RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

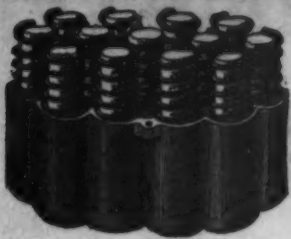
SATURDAY, SEPTEMBER 4, 1891

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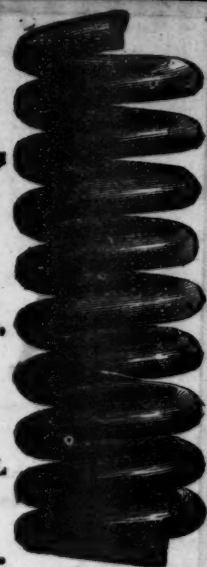
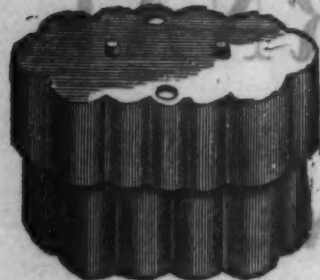
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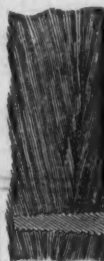
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AMERICAN RAILROAD JOURNAL.

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ESTABLISHED IN 1831.

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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 4, 1869.

Homogeneous Boiler Plates.

These plates, manufactured by Messrs. HUSSEY, WELLS & Co., of Pittsburgh, Pa., have been widely adopted for locomotive boilers and fire-boxes, instead of iron, and with the best results. For some time past, this firm has not been able to supply the demand for these plates, but they have now erected a new mill especially for their manufacture, and are now prepared to answer orders promptly to any amount. Recent improvements in manufacture, enable them to give these plates just the right ductility, so that they can be bent and worked at any angle without the least danger of breaking or straining of the fibre, while very hard tests show great increased resistance to bursting pressure over common iron boiler plate. *Engineering*, in referring to American locomotive boilers, very properly comments upon the frequent explosions, and if American locomotive engineers wish to retain the advantage of thin plates, they must see to it that they secure plates of the requisite strength and this they can do by using the homogeneous metal referred to. We copy the comments referred to:

It is impossible for an English engineer to read the records of American boiler explosions without being struck by the very large number of failures

of locomotive boilers which occur annually on the other side of the Atlantic. In this respect the American records form a strong contrast to those of explosions in this country. Here the number of locomotive boiler explosions seldom exceeds three or four per annum, and considering the large number of locomotives now at work in the United Kingdom, locomotive boilers may be said to possess a greater immunity from explosion than almost any other class. To a great extent this is, no doubt, due to the fact that locomotive boilers are, almost always, worked under skilled superintendence, and subject to frequent inspection; but it is also due to their being, with but few exceptions, well constructed, in the first instance, and properly proportioned for the work they have to perform. In America locomotive boilers, although under quite as skilled superintendence as our own are yet more liable to explosion from the fact of their having generally less superfluous strength when new than would be considered necessary by our railway engineers. American locomotive superintendents use 5-16 in. and $\frac{3}{8}$ in. plates, where we should use 7-16 in. or $\frac{1}{2}$ in.; and notwithstanding the high pressures used, double rivetting is still the exception rather than the rule. The consequence of all this is that in a list, now before us, of 94 boiler explosions which occurred in the United States during 1868, no less than twenty-three explosions of locomotive boilers are recorded, these explosions thus amounting to over 25 per cent. of the whole; while from another record of the explosions which took place in the month of May last we find that during that month four locomotives exploded on different American lines. These are facts which demand the serious consideration of American locomotive engineers, and we trust that in the records of future years we may find evidence that the lessons which they teach have not been disregarded.

New Process for the Manufacture of Steel.

An experiment, says the *Paris Presse*, of a most interesting character, and having the highest interest for the iron industry, has taken place at the Marquise Steck Works, in presence of two eminent persons of the Ecole Centrale. The object of this experiment was to make steel by one operation, a problem which has engaged all metallurgists, and which, if solved, would cause an industrial revolution. M. Aristide Berard, an engineer whose name is familiar to all who have occupied themselves with this question, proposed to change second class metal in course of refining into steel of at least ordinary quality, by means of a process alternately oxidizing and reductive. His efforts have been crowned with success. The product obtained by his process, in presence of two

competent judges, proved to be steel of good quality suitable for all purposes, and made with the facility necessary to its application to practical industry. The operation was effected in a reverberatory furnace, lasted about an hour and a half, and was accomplished with as much facility as puddling. In this process, instead of acting on 480 pounds of metal to obtain iron of number one quality, from 6,000 to 11,000 pounds of metal is made by only one operation into steel ingots ready for the workshop, and with an unexpected economy. We will be much deceived if this invention has not in it the germ of a complete revolution in metallurgy.

Iron Manufacture.

FURTHER IMPROVEMENTS BY BESSEMER.

The *London Globe* says that Mr. Bessemer, whose name is so intimately associated with progress in the manufacture of steel, has lately patented another invention which is likely to have an important influence on the manufacture of iron. This metal is improved, up to a certain point at all events, by successive remeltings, and thus old iron has considerable value. The value, however, is considerably diminished by the difficulty experienced in fusing such materials as old rails and scrap iron. But by Mr. Bessemer's last invention these refractory materials are run down like wax, and a charge is melted in a few minutes which would require many hours and a large expenditure of fuel to effect the fusion on the common system. The secret lies in the employment of atmospheric pressure. The inventor converts a cupola furnace into an air-tight vessel, capable of withstanding a pressure of an atmosphere and a half or two atmospheres, and the concentration of heat in this compressed air is sufficient to produce the striking effects we have mentioned. In practice, it is not found necessary to increase the pressure beyond the amount we have stated, and we may safely assume the fact that Mr. Bessemer finds no difficulty in constructing furnaces to withstand the pressure without extravagant wear and tear. This is a point on which we have as yet no information, nor have we any statement of the relative consumption of fuel on the old and new system. An idea of the construction of the furnace may be given in a very few words. It is a cupola furnace, with a very (comparatively) narrow outlet closed by a loaded valve to regulate the pressure, while a blast of heated air is driven in by a powerful engine. A very ingenious mechanical contrivance allows of additions being made to the charge during temporary interruptions of the blast until the furnace is worked up to its full capacity.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1868 and 1869, were as follows:

	1867-'68.	1868-'69.
From passengers.....	\$3,573,031 47	\$3,990,998 13
" freight.....	8,266,809 50	9,291,478 39
" express.....	464,405 57	316,164 53
" mail.....	172,605 90	175,959 25
" miscellaneous.....	137,994 12	166,742 89
	\$12,614,846 46	\$13,941,343 19

Expenses, viz:

Repairs of engines.....	\$602,145 90	\$586,574 47
" cars.....	920,586 51	902,372 25
" build'gs.....	149,060 14	52,414 61
" fences.....	63,457 17	53,262 46
" bridges.....	202,193 74	328,822 06
" track.....	1,473,139 42	1,420,116 36
" tools, etc.....	159,774 38	196,490 11
Fuel used by locomotives.....	1,155,389 12	1,090,539 50
Fuel and lights used on cars and at stations.....	164,546 74	159,348 04
Oil and waste used.....	94,845 12	114,289 32
Office and station furniture and exp.....	91,148 40	72,912 62
Furniture & fixtures for cars.....	26,570 85	23,494 39
Foreign agents.....	34,315 78	35,487 47
Advertising.....	11,789 12	12,705 88
Stationery, etc.....	65,534 24	67,066 39
Engineers, etc.....	657,289 42	564,164 64
Conductors, etc.....	346,553 30	379,302 64
Laborers & switchmen at stations.....	601,350 08	657,462 56
Agents & clerks at stations.....	449,524 08	480,741 39
Superintendence.....	86,107 62	83,788 37
Rents.....	24,114 82	29,178 68
Loss and damage.....	79,002 70	74,629 25
Injury to persons.....	40,196 63	36,764 54
Teaming freight, etc.....	16,324 64	23,183 21
Insurance.....	11,576 18	2,646 33
Clearing snow & ice.....	3,307 70	12,241 18
Miscellaneous exp.....	56,650 07	47,591 59

Operating exp.....	\$7,488,484 04	\$7,507,540 31
State and Co. taxes.....	289,764 19	312,352 48
U. S. tax on earn'gs.....	89,245 46	99,711 98
Revenue tax stamps.....	6,152 31	4,915 10

Total exp.....\$7,873,646 60 \$7,924,519 82

Earnings less operating expenses & taxes.....\$4,741,199 86 \$6,016,823 37

From which should be deducted—

Interest on bonds.....\$1,291,813 00

Less interest received.....33,086 10

\$1,258,726 90

Dividends on Chicago and Milwaukee and Beloit and Madison stocks outstanding.....11,271 75

Sinking funds.....45,120 00

Rent of Chicago, Iowa and Nebraska R. R.....660,384 46

Rent of Cedar Rapids and Mo. River R.R.....475,300 00

2,450,753 11

Leaving surplus of net earnings.....\$3,586,070 26

Add surplus May 31, 1868.....20,476 97

Total.....\$3,586,547 23

Less for cash dividend of 5 per cent., including tax, on common and preferred stocks, payable December 26, 1868.....1,671,891 73

Leaving balance to credit of income

Account May 31, 1869.....\$1,914,655 50

After deducting for cash dividend of 5 per cent., payable June 30, 1869, amounting to \$1,-

682,885, there will remain to credit of income account the sum of \$281,770 50.

This exhibit of the year's business is no less gratifying as a review of the past, than encouraging as a ground of expectation for the future, and furnishes the best evidence of the success and continued prosperity which have attended the efforts of the management in their control of the operations of the company.

The gross earnings, which were never so large, increased from \$12,614,846 46, in the preceding year, to \$13,941,343 19, during the past year, showing a gain of \$1,326,496 73, or 10.52 per cent.

On the other hand, the proportion of expenses to earnings has considerably diminished, and a saving of 5.58 per cent. in the relative cost of operating effected.

The total amount of charges applicable to the year's business for operating expenses, interest on bonds, sinking funds, taxes, rent of leased roads, etc., for the year ending May 31st, 1868, was \$10,252,483 95, and the amount for the same purposes, for the year ending May 31st, 1869, was \$10,375,272 93, showing the important and interesting fact, that it has been found practicable to so reduce the expenses that only \$122,788 98 were necessary to be added to the annual charges of last year to defray the entire cost of the year's business, which yielded an increase of \$1,326,496 73, in gross earnings, as before explained.

The result of the economy of operations will more fully appear by a comparison of the gross and net earnings for the last two years:

	Gross Earnings.	Net Earnings.
For the year ending May 31, '68.....	\$12,614,846 46	\$2,362,362 51
For the year ending May 31, '69.....	13,941,343 19	3,566,070 26

Amount of increase \$1,326,496 73 \$1,203,707 75

Per centage of inc. 10.52 50.9

Liberal outlays have been made for such permanent improvements as were important and necessary to secure the safe and efficient working of the line, and to promote the best economy in the present and future operations of the road; and the beneficial results of such policy are in a measure already seen in the steady decrease of the per centage of current expenses to earnings.

New locomotives and cars have been purchased and built, and added to the value of the equipment, within the year, to the amount of \$262,501 22; and the further sum of \$829,658 20 has been expended for permanent works, construction improvements, depot grounds, right of way, new and important depot buildings, new station facilities, new and extended side tracks, steel rails, new telegraph lines, etc., etc.

Since the beginning of the last fiscal year, on the 1st of June, 1868, the funded debt has been decreased to the extent of \$783,000, and this amount, added to the amount of \$275,000 of 10 per cent. equipment bonds, paid off on the 1st of May, 1868, as stated in the last annual report, shows a total decrease of the funded debt, in the last two years, of \$1,058,000. Of this amount there has been paid off in cash—

10 per cent. equipment bonds.....\$825,000

1st mortgage, and Beloit and Madison 7

per cent. bonds.....10,000

\$835,000

Amount retired by the conversion of consolidated sinking fund, and Peninsula

bonds, and by exchange of 7 per cent. 223,000

Total.....\$1,058,000

The share capital of the company has been increased during the year \$337,296, of which \$34,486 has been an increase of common stock, and \$302,810 an increase of preferred stock; all which has been issued for conversion of bonds, and in exchange for Beloit and Madison, and Chicago and Milwaukee Railway stocks.

The condition of the company on the 31st of May, 1869, in respect to its stock and bonds, is as follows:

Common stock.....	\$14,590,161 61
Preferred stock.....	16,659,097 42
Bonds as per schedule appended to this report.....	17,290,400 00

Total of stock and bonds.....\$48,539,659 03

Three payments of the 10 per cent. equipment bonds, issued September 1st, 1866, have already been made as they matured, in the respective amounts of \$275,000 every six months; and two more of such payments, amounting together to \$550,000, will accrue and be paid in November and May of the current fiscal year, ending with the 31st of May next.

No new issues of bonds have been made to replace the amount of these maturing bonds, nor for any other purpose; but in view of these payments, which will materially decrease the funded debt, and of the large expenditures during the year for additional equipment and permanent improvements before referred to, the Board of Directors authorized, on the 26th of May last, the issue and sale of fifteen thousand shares of the preferred stock of the company—as an increase of its capital—to be consummated by the delivery of the stock on the 1st of July, 1869.

This stock was all disposed of, as of that date, at its par value, and its issue, which was subsequent to the close of the last fiscal year, will appear in the next annual report.

At the date of the last report there was outstanding of Chicago and Milwaukee Railway stock \$153,400, and of Beloit and Madison Railroad stock \$10,200, not owned by this company. These amounts have, during the year, been reduced to \$41,090, and to \$8,214 respectively, by exchanges for the preferred and common stocks of this company; the balance still outstanding of \$49,304, is mostly in small amounts, and may be exchanged on presentation, at the option of the company, at any time.

During the year the directors have declared two dividends of *Five per cent.* each, free of tax, on both classes of stock, one on the 19th of November, payable on the 26th of December, 1868, and the other on the 26th of May, payable on the 30th June, 1869. The aggregate of these dividends, together with the taxes that have been paid on dividend account during the year, amounted to \$3,304,776 73, which amount, deducted from the net income of \$3,586,547 23, leaves a surplus, at the close of the year, of \$281,770 50, against \$20,476 97 at the close of the previous year.

The company retains its interests in the Winona and St. Peter and the La Crosse, Trempealeau and Prescott Railroads; the latter is still incomplete and not in operation, and the business of the former, which is increasing and encouraging, is conducted under a separate organization, and is not included in this report.

In addition to the outlays made for increase of equipment and permanent improvements, already mentioned, there has also been expended a considerable amount during the year for a class of renewals and improvements which are of a durable character, and have for their object the advancement of the company's interests through many years. These items have been charged to the cost of operating, and are included in the ordinary expenses of the year.

The Direction regard it as a self-evident and conclusive proposition, that the preservation and maintenance of this great property are essential to its influence, prosperity and success in the future; and they believe it to be alike the dictate

of sound policy, prudent management and self-protection, to keep active step with the progress of events in the affairs of the company, and to provide such adequate and proper facilities as shall not only meet present requirements, but also reasonably anticipate those wants which are steadily and inevitably growing upon us.

Nearly six thousand tons of rails have been ordered, and are being laid down in place of the lighter iron of the Iowa Division, and further renewals will be made on this and other portions of the road from time to time, to maintain the efficiency of the property in all its departments.

The Rolling Stock and entire property are in better condition, generally, than at any former period, and the effective capacity of the road has steadily enlarged with the growth of business upon it.

Situated as one of the earliest, most direct and favorable connections of the Pacific Railways, and enjoying amicable relations for the interchange of business, we may confidently rely upon receiving a due share of the through traffic passing over those lines; and we shall hereafter participate in the benefits of this new business in direct proportion to the success of those great national routes in influencing the course of business across the continent.

But encouraging as is the prospect of through business to be realized from our connections with these and other important lines, whose extensions west and northwest are stretching out railway communication to hitherto new and remote regions, abounding in natural elements of wealth and prosperity, we have, in the local business already developed, and in course of development, a still greater source of encouragement in the future.

The country traversed by our Milwaukee Division, which, by its healthful and commanding situation on the Lake shore, offers great inducements for suburban residences and country homes, has steadily increased in population and importance. Many indications of prosperity are constantly appearing, in the new and attractive improvements which are to be seen with the progress of each year, and the large passenger traffic now enjoyed, will continue to increase with the growth of the important cities of Milwaukee and Chicago. The traffic of the Peninsula Division, in the transportation of the rich and inexhaustible iron ore of the Lake Superior regions, for which there is an increased demand each year, is rapidly augmenting; the construction of new railways in Minnesota and Wisconsin, with the varied industries and resources abounding in those States, must contribute to the business of our Wisconsin lines; while the millions of acres of cheap and fertile lands adjacent to our road in the State of Iowa require but quick and easy tillage at the hands of the husbandman to convert the broad prairies into fruitful fields and productive farms, capable of sustaining a large population, and yielding a surplus for abundant transportation.

A portion of this business, and a large quantity of coal from the valuable coal beds of the regions contiguous to this line, will seek an outlet upon the Pacific roads, and along the valley of the Missouri River for many miles, while thousands of tons of this cheap fuel will be distributed at various points, east and west, throughout the line, to meet the demands for local consumption.

But the bulk of the surplus products of these prairies must seek an eastern market, by way of our Fulton line, to Chicago, and the earnings of the Galena Division, as well as those of the Iowa line, will continue to increase with the development of the State of Iowa from year to year.

The thrift that every where abounds, with the increase of manufactures, trade and agriculture, the upbuilding and growth of new villages, towns and cities, and the improvement of material interests in the older communities along our various lines, evince the profitable industries and advancing wealth of the country, and afford the surest guarantees of our continued prosperity.

The earnings and expenses of the road for the past year were distributed among the respective divisions as follows:

	Earnings.	Expenses.
Wisconsin Division.	\$3,143,969 41	\$1,876,094 48
Galena "	4,622,395 78	3,358,006 90
Iowa "	4,290,894 54	2,678,526 40
Madison "	227,883 41	140,666 16
Peninsula "	534,086 66	317,785 10
Milwaukee "	1,122,114 39	558,440 78

\$13,941,348 19 \$7,924,519 82

There has been expended during the year for permanent improvements, and charged to construction account, the sum of \$829,658 20; and for additional rolling stock, \$262,501 22.

The additional equipment consists of: 5 locomotives purchased, and 2 built at the company's shops; 7 first-class and 9 second-class passenger, 1 mail, 1 baggage, 12 way and caboose, 91 box-freight, 4 stock, 3 flat and 14 iron ore cars—all built at the company's shops.

The company now have 255 locomotives, 155 passenger, 149 caboose and way, 109 baggage, 1 mail and express, 4 boarding, 3,654 box, 904 platform, 311 cattle, 53 coal, and 536 iron ore cars.

The number of passengers carried during the year was 2,231,941, carried an average distance of 49.6 miles, equal to 110,804,266 passengers carried one mile. Tons of freight carried, 2,211,826. Increase in passengers, 171,529; and in the mileage of do., 21,996,764. Increase in tonnage, 229,397.

The operating expenses of the road for the year, including taxes, were 56.84 per cent. of the gross earnings; in 1867-'68 they were 62.42. The earnings per mile of road operated were \$12.059 99—an increase over the preceding year of \$1.122 89.

GENERAL BALANCE SHEET, May 31, 1869.

Old Construction:

Cost of road and property in accordance with terms of consolidation to May 31, 1868.....	\$39,811,242 62
Add for amounts charged since for purchase of stock of the Chicago and Milwaukee and Beloit and Madison Co's.....	114,296 00
	\$39,925,538 62

New Construction:

Balance to debit of this account May 31, 1868.....	\$2,777,203 97
Add amount charged during the year for right of way and depot grounds....	96,204 19
Additional side tracks	128,864 53
Extension of track on Peninsula Div....	37,761 34
Construct'n of buildings.....	328,922 29
New iron and steel rails.....	191,161 29
Telegraph.....	14,989 36
Coon River Bridge..	9,064 74
Fences, gates, etc...	22,690 46
	3,606,862 17

New Equipment:

Balance to debit of this account May 31, 1868.....	\$4,958,899 59
Add for new locomotives and cars purchased and built during the year....	262,501 22
	5,221,400 72
Securities on hand.....	848,000 24
Materials on hand.....	1,169,578 11
	\$50,771,379 86

Common stock:	
Amount issued to May, 1868.....	\$14,555,675 61
Issued since for stock of Beloit and Madison R. R. Co.....	1,986 00
Issued since for bonds of Peninsula R. R. Co. of Michigan.....	32,500 00
	\$14,590,161 61

Preferred stock:

Amount issued to May 31, 1868.....	\$16,356,287 42
Issued since for st'k of Chicago and Mil. R. W. Co.....	112,310 00
Issued since for Consol. S. F. bonds..	126,000 00
Issued since for 7 per cent. equipment bonds.....	32,000 00
Issued since for b'ds of Peninsula R.R. Co. of Michigan..	32,500 00
	16,659,097 42

Funded debt:

Preferred S.F. bonds.	\$1,249,500 00
Appleton Extension bonds.....	184,000 00
Green Bay Extension bonds.....	300,000 00
Funded coupon (interest bonds).....	755,000 00
General First Mortgage bonds.....	3,594,500 00
First Mort. bonds of G. & C. U. R.R. Co.	1,919,000 00
Second Mort. bonds G. & C. U. R.R. Co.	1,029,000 00
Elgin and State Line purchase bonds...	189,000 00
Mississippi River Br. bonds.....	200,000 00
Seven per ct. equipment bonds.....	101,000 00
Ten per ct. equipment bonds.....	1,375,000 00
Consolidated S. F. bonds.....	3,296,000 00
First Mortgage bonds Peninsula R. R. of Michigan.....	1,010,000 00
	15,202,000 00
First Mort. bonds C. & M. R. R. Co....	\$397,000 00
Third Mort. bonds C. & M. R. R. Co....	37,900 00
Second Mort. bonds M. & C. R. R. Co....	182,000 00
Third Mort. bonds M. & C. R. R. Co....	10,500 00
First Mort. bonds C. & M. R. W. Co....	1,098,000 00
First Mort. bonds B. & M. R. R. Co....	363,000 00
	2,088,400 00

Operating debts.....	\$1,679,316 13
Less operating assets..	\$1,211,007 64
Notes..	44,281 20
Cash ..	106,961 96
	1,362,250 80

Income account—balance to credit May 31, 1869.....	1,914,655 50
	\$50,771,379 86

President.—ALEXANDER MITCHELL.

Vice President.—HENRY R. PIERSON.

Directors.—H. H. Baxter, John M. Burke, George S. Scott, F. P. James, Benjamin Nathan, James H. Benedict, John Bloodgood, W. S. Gurnee, Russell Sage, M. L. Sykes, Jr., Anthony G. Dulman, John E. Williams, New York; J. L. Ten Have, Frzn, Amsterdam, Holland; Henry R. Pierson, George L. Dunlap, John E. Turner, Chicago; Alexander Mitchell, Milwaukee.

Secretary & Treasurer.—ALBERT L. PRITCHARD.

Gen'l Sup't and Chief Eng.—GEORGE L. DUNLAP.

European Mining and Mineral Statistics.

The following is a tabular review of the mining and mineral statistics of the German Zollverein (1867,) of Italy (1865,) and of the mining of Great Britain (1867,) prepared from official documents recently published by the respective Governments:

German Zollverein.			
MINES.			
	No. of Mines.	Production. Tons.	Value of products (gold.)
Bituminous coal	647	23,788,276	\$32,812,525
Brown coal	865	6,994,818	4,812,250
Iron	1,859	3,264,464	4,409,647
Silver and gold	188	31,953	1,045,066
Quicksilver	5	36	644
Lead	188	95,594	3,726,722
Copper	74	178,850	949,335
Zinc	64	368,928	1,930,250
Tin	33	261	51,906
Cobalt	5	650	77,065
Arsenic	4	1,845	10,050
Antimony	4	45	1,061
Manganese	242	60,342	478,958
Vitriol	30	79,612	319,527
Graphite	27	564	7,626
Schwefelspath	7	6,445	12,508
Alum.	3	17,160	8,590
Total	4,245	34,789,843	\$50,653,730

METALLURGIC ESTABLISHMENTS.

Nature of product.	Tons.	Value of annual productions. (Gold.)
188 Pig iron	960,806	\$15,595,291
12 Raw steel	71,357	1,471,366
54 Castings from ore	126,444	2,959,951
381 Castings of pig iron	189,000	9,472,351
347 Iron in bars and stretched	540,380	24,702,423
34 Sheet iron	69,502	4,227,384
92 Iron wire	31,611	1,762,839
214 Steel	122,596	13,980,465
1 Gold, lbs.	16,959	56,418
7 Silver, lbs.	176,708	3,798,603
1 Quicksilver	650	650
17 Mercantile lead	43,982	3,865,255
1 Letharge	5,364	444,432
3 Lead in sheets	1,168	114,770
12 Copper	3,887	1,501,178
26 Copper manufacture	2,900	1,423,701
32 Brass	2,000	919,969
46 Zinc in bars, etc.	66,319	6,034,911
6 Zinc in sheets	17,578	1,893,828
8 Tin	135	57,755
3 Mineral blue	447	203,114
6 Nickel	414	350,255
4 Arsenic	1,000	53,589
1 Antimony	60	11,232
7 Alum	2,885	44,400
2 Copper vitriol	2,177	242,313
7 Iron vitriol	4,088	73,443
1 Mixed vitriol	878	32,879
2 Sulphur	186	7,816
1,515		\$95,372,581

Italy.
MINES.

Mineral ores & products.	No.	Products. Tons.	Value. Gold.
Iron	44	148,472	\$406,700
Copper	34	16,076	318,725
Galena { Lead. } { Silver. }	13	16,028	594,536
Gold	14	104	47,131
Zinc	1	283	2,000
Quicksilver	2	7,600	11,400
Nickel	2	70	280
Iron pyrites	2	4,750	5,180
Manganese	4	1,898	12,112
Total	116	195,281	\$1,398,064

METALLURGIC ESTABLISHMENTS.

Mineral ores & products.	No.	Products. Tons.	Value. Gold.
Iron	299	54,795	\$4,931,005
Copper	21	1,032	552,915
Galena { Lead. } { Silver. }	10	7,910 702	841,325 307,587
Gold	12	250 lbs.	47,266
Zinc	1	80	7,200
Quicksilver	1	23	18,370
Nickel	1	38	26,326
Iron pyrites			
Manganese			
Total			\$6,732,014

Great Britain.

	Tons.	Value (gold.)
Coal	104,500,000	\$130,625,000
Iron	10,021,000	16,050,000
Tin	14,000	3,475,000
Copper	159,000	3,500,000
Lead	93,000	5,790,000
Zinc	13,000	205,000
Iron pyrites	117,000	315,000
Miscellaneous minerals		10,865,000
Total value		\$170,825,000

The following is a comparative statement of the mineral productions of some other countries (coal excluded) in 1865:

MINERAL MINES.

	Production. Tons.	Value of products (gold.)
Great Britain	10,350,800	\$39,107,295
France	4,182,500	4,188,269
Belgium	1,071,900	3,176,405
Spain	972,180	7,720,576
Italy	195,281	1,398,064
German Zollverein ('67)	4,006,749	13,028,955

METALLURGIC ESTABLISHMENTS.

	Production. Tons.	Value of products (gold.)
Great Britain	4,912,400	\$78,866,435
France	2,567,480	113,761,392
Belgium	921,420	29,682,110
Spain	147,220	15,656,265
Italy	64,705	6,732,014
German Zollverein ('67)	2,267,675	95,372,581

Messrs. Sanderson Brothers & Co.

One of the oldest and most eminent houses in the steel trade of England and the United States is the firm of SANDERSON BROTHERS & Co., (Limited) of Sheffield, England. More than forty years they have been manufacturers and importers of steel, and have built up a reputation surpassed by none of their contemporaries in the trade. One peculiarity of this house is the constant and uniform excellence of its products; the Sanderson steel of to-day is just as good as the Sanderson steel of thirty years ago when it had no competitors; and this fact has secured for it a world-wide fame. Another important advantage possessed by this house is in the monopoly which they enjoy of that famous brand of Danamora iron, the G. L. hoop—the entire annual make of which they have secured. This is esteemed the best melting iron in the world, and in its manufacture Sanderson Brothers & Co. employ the most skillful workmen known. In May last the house underwent a change in its personnel, which is likely to result in an increased degree of prosperity. One or two new members have been admitted to the firm—men of large means and first rate business capacity, and this infusion of new blood has already had its legitimate effect in stimulating the energies of the concern to enter upon a wider field of operations. The new firm have decided to erect, immediately, new works on an extensive scale, which will be supplied with new rollers and new machinery throughout, all of the most improved patterns.

Tennessee State Bonds.

OFFICE OF SECRETARY OF STATE,
NASHVILLE, Aug. 20, 1869.

W. and T. Harris, Dandridge, Tenn.:

GENTLEMEN: In reply to your note of the 15th, I will venture the opinion that no serious effort will be made by the next Legislature to repudiate any portion of the debt of this State.

It is true that some two or three members elect have expressed such a purpose, but they have evidently done so without deliberate investigation. The very nature of their proposition shows an absence of a knowledge of the facts in the case. They propose to repudiate all bonds issued since the war by what they are pleased to term an irresponsible State Government. This will include all our bonds that are termed new bonds by the stock boards and in the quotations.

The new issue amounts to \$19,535,000, and is made up of the following items:

1. Bonds issued for the interest and debt matured during the late war. \$4,912,000
2. Bonds issued in funding old debt matured since the war. 1,000,000
3. Bonds issued in exchange for registered and defaced bonds. 378,000
4. Bonds issued since the war to paying railroad companies, who do not ask to be relieved of the debt. 4,470,000
5. Bonds issued to non-paying railroads. 8,795,000

Total \$19,535,000

Of the three first items, amounting to \$6,270,000, it may be said, too, that they stand in law, equity and honor on precisely the same footing as the old debt, the old debt to that amount having been retired, and the overdue bonds and coupons canceled and filed in the office of the Comptroller. There is just as little ground for objection to the fourth item of \$4,470,000, being bonds issued in aid of solvent and responsible railroad companies who pay their interest without difficulty.

The remaining \$8,795,000 was issued to railroad companies who fail to pay interest, and most of them are now in the hands of receivers. The State has its lien on these roads, and some of them are worth more than they owe the State; others are worth the greater portion of their indebtedness and some will fall far short if forced to sale in their unfinished condition. It is difficult to see how the State can ultimately lose on these non-paying roads more than three millions, provided reasonable diligence is used by the Legislature and its agents. The State of Tennessee cannot afford to repudiate three millions of dollars.

It may have been, and no doubt was, extravagant or improvident legislation to issue these bonds for sale when they were worth but from sixty to seventy cents on the dollar. But this was not the fault of the bondholder or buyer. By the issuance of our bonds we stimulated our corporations to embark in these railroad enterprises. This may have been folly, but if we refuse to pay the citizen or stranger who furnished the means it will be criminal.

Much has been said about the sale of our bonds at low figures. We chose to issue six per cent. bonds when the Federal Government was issuing five-twentieths bearing an interest equal to about eight and a half per cent. But this does not involve the question of repudiation. The bondholder is blameless. He had a perfect right to buy our bonds on the market at whatever he could get them.

It has also been said that the law required our bonds to be sold at par, and made it a felony to sell them at less. This is a mistake. No such provision appears in any of the appropriation bills passed since the war.

Nor can we point to history and claim a release from our debt on the ground that it is a war debt. Our new bonds were not issued to raise funds

either to overthrow or to sustain any Government. They were issued in aid of peace and commerce, and to build up and enrich our State.

Indeed, there is not a single reason why these new bonds are not as just and valid, both in law and equity, as our old bonds, or as any other bonds of any other State; and it is painful to have to come to the conclusion that this movement (if such it can be called) is but the out-cropping of that seditious sentiment which looks upon the present State Government as a void and illegal affair, foisted upon the people by that very wicked concern at Washington called the Federal Government. But that is no open question. The Federal power set up this State Government and will maintain it. Besides, it is the very same State Government which issued the bonds it is proposed to repudiate. A change in the politics of the officers does not make a new Government. The members and officers are elected under the same Constitution and laws, and hold their offices under the same State Government which issued the bonds it is proposed to dishonor, and are all estopped from denying its validity. The State officer who denies the validity of this State Government denies his own right to the office he fills.

I may add that it is the opinion of our best lawyers that our bonds cannot be repudiated, because they are collectable by law in the Federal Courts, either by direct suit against the State, or by bill in equity to enforce the State's lien against the railroad for the benefit of the bondholder.

So, my dear Sirs, I take the responsibility of advising you to hold on to your new bonds. Repudiation is impossible for many reasons. First, and above all, because the people of Tennessee are too proud and too honest; because there is not the shadow of justification for it, and because our bonds are collectable in the Courts. It is impossible in the face of the condemnation of the world. No Legislature can or dare adopt a measure which would brand every Tennessean with disgrace wherever he may go on the face of the earth, and which would make our children's children blush to own their nativity.

Most respectfully, A. J. FLETCHER.

A New Railroad Project.

Mr. Wingate, specially authorized by the City Council of Baltimore to examine the route of a proposed railroad from Swann Point, in Kent county, to Salisbury, in Wicomico county, and ascertain its practicability, passed through this place on Saturday week, on his way to Baltimore, from the execution of his commission. In conversation with some of our citizens, he said that the route was not only practicable, but feasible, and that the road, if built, would be self-sustaining. The route of this road as at present laid down, passes through or near this town. We feel glad to know that Baltimore city is at last waking up to the importance of a short and direct communication with the Eastern Shore by means of a railroad. It is a subject which has been agitated time and again, but has failed to enlist the interest or attention of its citizens. And it is only now, through the lack of trade with Baltimore, that this much interest has been enlisted. Gradually decreasing year by year since the establishment of the Delaware road, the opening of so many lateral branches has almost turned the entire trade of the central peninsula, and a great portion of the western section, also to Philadelphia and New York, and it is this detraction from Baltimore of the commerce naturally hers which has awakened her to a realizing sense of the injury wrought her. We trust that the city council will be so influenced by the report of Mr. Wingate that it will at once initiate measures looking to the construction of the road, and that it will not relax its efforts until the last rail is laid and the iron horse goes leaping back and forth through the peninsula, rendering unto Baltimore the things which be Baltimore's.—*Denton (Md.) Union*.

Denver and Cheyenne Railroad.

We learn that the Denver and Cheyenne railroad, already partly built, has just been practically consolidated with the Kansas Pacific, now running to Sheridan, and soon to be completed from this city to Denver. The Kansas Pacific takes the road bed, now ready for the iron, and about eight hundred thousand acres of land belonging to the Denver road, and agrees to iron and stock the road, and put it into running order as quickly as possible, and to *pro rata* with the Denver and Cheyenne Company on their route and on an equal distance, one hundred and six miles, from Denver east. The road from Cheyenne will under this arrangement be very quickly put in running order, as the Kansas Pacific bonds are now being very promptly and satisfactorily sold, so that the company is fully assured of the means to iron that road as well as to complete from Sheridan to Denver. This latter portion is now vigorously pushed, and, as soon as practicable, work will be pressed from Denver eastward also. It is expected that by June next the entire route from this city to Cheyenne will be in running order, and it will then constitute practically one road, under the direction of the Kansas Pacific managers. We need not say that the arrangement is a very important one to the railroad interests of St. Louis, for it will secure to this city a direct route to Cheyenne, and to connection with the Union Pacific there.—*St. Louis Democrat*.

The Peninsular Railroads.

The railroads now finished and under way and connecting with the Delaware railroad on the Eastern Shore of Maryland are as follows: The Delaware branch, starting from Townsend Station, and completed to Massey's Cross Roads, in Kent county, Md. From this point two branch roads are being built—one along the north side of Chester river to Deep Landing, about twelve miles below Chestertown; the other on the south side of the river to Centreville, and terminating on the river a few miles below that town. The Maryland and Delaware railroad is now completed from Clayton Station to Easton, Md., and the work of grading to Oxford, twelve miles below, commenced. At this point the road will connect with the steamers from Baltimore. The Junction and Breakwater railroad starts from the Delaware road at Harrington. It is completed to Georgetown, to which point cars run, and graded to Lewes, Delaware, and the iron is now being laid. The Dorchester and Delaware road is now completed within three miles of Cambridge, Md. This road commences at Seaford, Delaware. The Pocomoke and Berlin road is in running order from Salisbury to Berlin, a distance of twenty-four miles. The Delaware road, which connects with the Philadelphia road at Wilmington, is the main trunk.—*Balt. Sun*.

Alexandria, Loudoun and Hampshire R. R.

The engineers of this company have recently made an examination of the country from Middletown, in Frederick county, Md., to the Ohio river, with a view to extending the road to that river. They were at Point Pleasant, Mason Co., West Virginia on the 21st ult. They represent the route as entirely practicable, and that they would be able to pass the Alleghenies with lower grades than the Baltimore and Ohio road. They represent that it is purposed by the company to come as near an air-line from Washington or Alexandria to Cincinnati and occupy as near a central position between the Baltimore and Ohio and the Chesapeake and Ohio roads as possible, which would make this proposed road pass directly through Mason county.

Railroad Switches.

To the Editor of the Railroad Journal:

SIR:—My attention has been called to a communication in your last JOURNAL on the subject of Railroad Switches. I would esteem it a favor if you will allow me space for some remarks on that portion of your correspondent's letter having reference to the "Tongue Switch" so extensively used on the other side the Atlantic.

The use of the "tongue switch" is almost universal in Europe, and the reason suggested for its non-adoption in this country—namely, that it is rendered less reliable, because the rail generally in use in America being lighter than the European rail, does not allow the tongue to be made of sufficient stiffness to successfully resist the wear at that point—appears to me to be hardly correct.

The section of the rail used has little or nothing to do with the rigidity or strength of the Switch, and if it be properly constructed an equal stiffness can be given to the tongue, whether the rail be 4 or 5 in. high. The tongue and the rail of the Switch are generally made of steel with the points securely housed under the main track rail; the use of iron instead of steel may possibly have been one cause for the rapid wear alluded to by your correspondent, but where the latter metal is employed and the Switch properly constructed, I venture to think there is no Switch made that is more reliable, simple or economical.

It is with every respect for the opinion of your correspondent that I say this, and I would not be thought as placing myself in opposition to any arrangement which has his approval, but simply as defending a plan I think to be safe and good. It is difficult to explain without the aid of diagrams, and I may not have made myself intelligible, but to Mr. Philbrick or any one interested on the subject it will be my pleasure to give further information.

The firm I represent in this country, have, during a long period, manufactured this tongue Switch for all sections of Rail and with uniform success. I have found it very favorably received in this country and I doubt not that ultimately it will be very largely adopted.

I am sir,

Yours respectfully,

W. CHURCHILL OASTLER.

Agent J. Armstrong & Co., Rotherham, Eng., and 43 Exchange Place, N. Y.

Pittsburg and Connellville Railroad.

Over two thousand men are at work on the heaviest portions of the road at present, and we can, with some confidence, state that by next New Year's day the line will be finished to Indian Creek, ten miles above Connellville, next Spring the falls of the Youghiogheny will be reached, and probably about October of next year, or at furthest in January, 1871, the proud consummation of the iron road between the head waters of the Ohio and Chesapeake Bay will be reached, and this result, it is very well known in our community, is due very largely to the liberal and far-sighted action of the Eastern friends of the enterprise. The City of Baltimore, releasing their first mortgage of \$1,000,000, and taking for it, together with the accrued interest, a second mortgage on the line, enabled the company to issue new first mortgage bonds, of which \$1,000,000 were taken by the Baltimore and Ohio Railroad Company, \$800,000 by citizens of Baltimore, and some three or four hundred thousand by our citizens here.—*Pittsburg Chronicle*.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Esquehanna...100	\$1,774,824	J. & J.	Jul. '69 8	Hartford and New Haven...100	3,300,000	J. A. J. & O.	Jul. '69 8	Portl. Saco & Portsmouth*...100	1,500,000	J. & D.	Jun. '69 8
American Central...100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph...100	1,900,000	J. & J.	Jul. '69 8	Providence & Worcester...100	1,800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '69 8	Do. do pref. 100	6,233,830	J. & J.	Jul. '69 8	Raleigh and Gaston...100	2,100,000	A. & O.	Oct. '68 24
Atlantic & N. Carolina...100	5,545,225	J. & J.	Jul. '69 8	Hanover Branch, Pa. 50	116,850	M. & N.	May '69 5	Rensselaer and Saratoga...100	2,000,000	J. & J.	Jul. '69 8
Atlantic & Gt. Western...50	25,879,923	J. & J.	Jul. '69 8	Housatonic...100	820,000	J. & J.	Jul. '69 8	Richmond and Danville...100	2,000,000	J. & J.	Jul. '69 8
Do. pref. 50	1,919,000	J. & J.	Jul. '69 8	Do. pref. 100	1,180,000	J. & J.	Jul. '69 8	Richmond and Petersburg...100	847,100	J. & J.	Jul. '69 8
Atlantic & St. Lawrence*...100	2,494,900	J. & J.	Jul. '69 8	Hudson River...100	13,937,100	A. & O.	Apr. '69 4	Rich. Fred. and Potomac...100	1,041,800	J. & J.	Jul. '69 8
Augusta and Savannah...100	733,700	J. & J.	Jul. '69 8	Huntingdon & B'd Top...50	494,390	J. & J.	Jul. '69 8	Rockport...100	88,460	J. & J.	Nov. '67 2
Baltimore and Ohio...100	16,181,962	A. & O.	Apr. '69 4	Do. pref. 50	190,750	J. & J.	Jun. '68 34	Rome, Watert. and Ognb...100	2,400,000	J. & J.	Jul. '69 8
Do. Washington Br...100	2,560,000	A. & O.	Apr. '69 4	Illinois Central...100	23,415,780	F. & A.	Aug. '69 5	Rutland preferred...100	2,000,000	F. & A.	Feb. '69 34
Baltimore City Passenger...100	670,000	F. & A.	Aug. '69 8	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Sep. '67 4	St. L. Alt. and T. Haute...100	2,300,000	J. & J.	Jul. '69 8
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '69 8	Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan. '61 6	Do. pref. 100	2,040,000	Annual	June '69 7
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '68 24	Joliet and Chicago*...100	1,600,000	J. A. J. & O.	Apr. '69 12	St. L. Jack. v. and Chic. o. 100	1,469,429	J. & J.	Jul. '69 8
Belvidere Delaware...100	996,250	J. & J.	Jul. '69 8	Joliet & North. Indiana*...100	300,000	J. & J.	Jul. '68 4	Sandusky and Cincinnati...100	2,089,000	J. & J.	Jul. '69 8
Berkshire...100	600,000	J. A. J. & O.	July '69 11	Lake Shore & Mich. So. 100	26,692,200	F. & A.	Aug. '69 4	Do. pref. 100	445,696	M. & N.	May '69 2
Blossburg & Corning...50	250,000	J. & J.	Jun. '69 2	Do. guar. 100	633,500	F. & A.	Aug. '69 4	Sand. Mansf. and Newark...100	901,341	J. & J.	Jul. '69 8
Boston and Albany...100	13,725,100	J. & J.	Jul. '69 8	Lackawanna & Bloomsb...50	1,325,000	J. & J.	July '69 24	Savannah and Charleston...100	1,000,000	J. & J.	Jul. '69 8
Boston and Chelsea...100	110,000	A. & O.	Apr. '69 4	Leeds and Farmington*...50	2,168,586	J. & J.	Jan. '67 6	Schuylkill and Susqueh'a...50	1,289,150	J. & J.	Jan. '69 3
Boston, Concord & Mont...100	469,900	M. & N.	May '69 3	Lehigh and Mahanoy...50	2,168,586	M. & N.	May '67 5	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '69 3
Do. do. pref. 100	1,340,400	M. & N.	May '69 3	Lehigh and Susquehanna...50	8,739,800	M. & N.	May '67 5	Schuylkill Valley*...50	578,050	J. & J.	Jan. '69 24
Boston and Lowell...100	1,891,500	J. & D.	Jun. '69 4	Lehigh Valley...50	10,731,400	J. A. J. & O.	July '69 24	Seaboard and Roanoke...100	808,200	J. & J.	Jul. '69 8
Boston and Maine...100	4,076,974	J. & J.	July '69 5	Lehigh Luzerne...50	344,650	J. & J.	Jan. '69 4	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Providence...100	3,380,000	J. & J.	July '69 5	Lexington & Frankfort...100	514,646	J. & J.	Jun. '69 3	Shamokin V. and Pottav...50	869,450	F. & A.	Feb. '69 8
Broadway (South Boston) 100	325,000	J. A. J. O.	Jul. '69 2	Little Miami...100	3,572,400	J. & D.	Jun. '69 34	Shore Line...100	636,200	J. & J.	Jan. '69 8
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jun. '69 4	L. M. & C. and X. (Joint)...100	1,904,397	J. & D.	Jun. '69 5	Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '67 5
Brooklyn City...100	1,000,000	F. M. A. N.	Aug. '69 8	Little Schuylkill*...50	2,646,100	J. & J.	Jun. '69 34	Somerville...100	75,000	M. & N.	May '69 3
Brooklyn City & Newt'n...100	399,800	J. & J.	Jul. '69 8	Lomb and South St. (Ph.) 25	90,000	J. & J.	Jun. '69 34	South Carolina...100	5,819,275	J. & J.	Jul. '69 8
Buffalo, Bradford & Pitts...100	1,100,000	M. & N.	May '69 3	Long Island...50	3,000,000	F. M. A. N.	Aug. '66 2	South Shore...100	259,686	J. & J.	Jul. '69 8
Buff. New York & Erie*...100	360,000	M. & N.	May '69 3	Long Branch & Sea Shore...50	95,184	N. Y. '67 10	South Western, Georgia...100	3,203,400	F. & A.	Aug. '68 4	
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '69 8	Louisv. Cin. and Lex. pr...100	21,122	J. & J.	Jan. '69 4	Staten Island...100	600,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston) 100	737,802	A. & O.	Apr. '69 4	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '69 3	Stony Brook...100	287,300	M. & N.	May '69 3
Camden and Amboy...100	7,921,412	F. & A.	Aug. '69 8	Louisville and Nashville...100	7,989,186	F. & A.	Feb. '69 4	Steubenville and Indiana...100	1,983,141	J. & J.	Jul. '69 8
Camden and Atlantic, pref. 50	600,000	J. & J.	Jul. '69 8	Louisv. N. Alb. & Chicago...100	2,800,000	A. & O.	Apr. '69 3	Stockbridge & Pittsfield*...100	448,700	F. & A.	Aug. '69 3
Camden & Burlington Co. 100	331,000	J. & J.	Jul. '69 8	Lowell and Lawrence...100	200,000	A. & O.	Apr. '69 3	Summit Branch...50	250,000	F. & A.	Aug. '69 3
Cape Cod...100	721,928	J. & J.	Jul. '69 8	Macon and Western...100	2,000,000	June	Jun. '69 2	Syr. Bingham. and N. Y. 100	1,514,130	J. & J.	Jul. '69 4
Cape May and Millville...50	447,000	J. & D.	Jun. '69 3	Mahanoy & B'd Mount* 50	1,676,915	J. & J.	Jun. '69 2	Taunton Branch...100	250,000	J. & J.	Jul. '69 4
Catawissa...100	1,150,000	M. & N.	May '69 3	Maine Central...100	1,600,800	M. & N.	May '69 5	Tennessee and Alabama...100	589,922	J. & J.	Jul. '69 6
Catawissa, pref. 50	2,200,000	M. & N.	May '69 3	Manchester & Lawrence...100	1,000,000	M. & N.	May '69 5	Terre Haute and Indiana...50	1,883,150	J. & J.	Jul. '69 6
Cayuga & Susquehanna...50	589,110	J. & J.	Jul. '69 4	Marietta & Cincinnati...100	3,618,374	M. & S.	Sep. '66 3	Third Avenue (N. Y.)...100	1,760,000	J. & J.	Jul. '69 2
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	May '69 3	Do. pref. 50	6,686,138	M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	Jul. '69 2
Central of Georgia...100	4,696,300	J. & J.	Jul. '69 8	Do. 2d pref. 50	4,081,744	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw...100	1,700,000	J. & J.	Jul. '69 8
Central of New Jersey...100	13,768,600	J. & J.	Dec. '68 3	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68 3	Do. (R. D.) pref. 100	1,000,000	J. & J.	Jul. '69 8
Central Ohio...100	2,900,000	J. & J.	Jun. '69 3	Memphis and Ohio...100	670,000	J. & J.	Jul. '69 8	Do. (C. W. D.) pref. 100	1,000,000	J. & J.	Jul. '69 8
Do. pref. 100	400,000	J. & J.	Jun. '69 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul. '69 8	Tol. Wabash and West...100	5,700,000	M. & N.	May '69 34
Can. Park, N. & E. River...100	970,000	J. & J.	Oct. '67 24	Michigan Central...100	9,325,102	J. & J.	Jul. '69 8	Troy and Boston...100	607,111	J. & D.	Jun. '67 84
Chesapeake...100	380,000	J. A. J. & O.	July '69 2	Middlesex (Boston)...100	400,000	J. & J.	Jul. '69 8	Troy and Greenbush*...100	274,400	J. & J.	Jul. '69 8
Cheshire, preferred...100	2,017,825	J. & J.	Jul. '69 8	Mill Creek and Minehi*...50	323,378	F. & A.	Aug. '67 6	Union Transport'n (Bos.)...100	200,000	J. & J.	Jul. '69 8
Chicago and Alton...100	5,141,800	M. & S.	Sep. '69 5	Millville and Glassboro*...100	405,020	F. & A.	Aug. '67 6	Utica and Black River...100	334,400	J. & J.	Jan. '69 8
Do. pref. 100	2,425,400	M. & S.	Sep. '69 5	Milw. & Prairie du Chien...100	7,151,069	J. & J.	Jan. '69 8	Vermont and Canada*...100	2,600,000	J. & J.	Jul. '69 4
Chicago, Burl. & Quincy...50	12,500,000	M. & S.	Mar. '69 15	Milw. & St. Paul...100	8,188,272	J. & J.	Do. 7410	Vermont Central...100	6,000,000	J. & J.	Jul. '69 0
Chicago, Iowa & Nebras...100	2,000,000	J. & J.	Jul. '69 8	Do. pref. 100	3,776,000	J. & J.	Jul. '69 4	Vermont and Massachusetts...100	2,800,000	J. & J.	Jul. '69 0
Chicago and Milwaukee*...100	2,227,000	J. & D.	Jun. '69 5	M. Hill & Schuyk. Haven...50	3,762,400	J. & D.	Dec. '67 4	Vicksburg and Meridian...100	387,405	J. & J.	Jul. '69 0
Chicago & N. Western...100	14,500,162	J. & D.	Jun. '69 5	Mobile and Ohio...100	1,644,104	J. & D.	Dec. '67 4	Virginia Central...100	3,353,679	J. & J.	Jul. '69 8
Do. pref. 100	18,159,097	J. & D.	Jun. '69 5	Montgomery & W. Point...100	3,616,350	J. & J.	Jan. '69 8	Virginia and Tennessee...100	3,497,791	J. & J.	Jul. '69 8
Chicago, R. I. & Pacific...100	14,000,000	Apr. '69 5	Apr. '69 5	Morris and Essex...50	2,822,350	J. & J.	Jan. '69 8	Western Union...100	2,07,693	F. & A.	Aug. '69 5
Cin. Ham. & Dayton...100	3,521,664	Apr. '69 5	Apr. '69 5	Nashua and Lowell...100	720,000	M. & N.	May '69 5	West Jersey...100	409,150	J. & J.	Jul. '69 8
Cincinnati City Passenger...100	192,750	J. & J.	Jul. '69 8	Nashville & Chattanooga...100	2,056,544	F. & A.	Feb. '69 5	West Philadelphia...100	249,100	J. & J.	Jul. '69 5
Do. Street...100	10,480,000	F. & A.	Jul. '69 8	Naugatuck...100	1,436,000	F. & A.	Feb. '69 5	Wilm. and Weldon...100	1,463,776	J. & J.	Jul. '69 3
Citizens' Passenger (Phil.) 50	1,770,000	J. & J.	Jul. '69 8	New Bedford & Taunton...100	500,000	J. & J.	Jul. '69 5	Winchester and Potomac...100	1,547,650	J. & J.	Jul. '69 34
Clev. Col. Cin. & Ind...100	2,086,400	M. & N.	May '69 3	New Haven & N. London...100	738,538	J. & J.	Jan. '68 3	Worcester and Nashua...76	1,522,600	J. & J.	Jul. '69 8
Cleveland & Mahoning...50	5,421,091	J. A. J. & O.	Aug. '69 2	New Jersey...100	6,000,000	F. & A.	Aug. '69 5				
Cleveland and Toledo*...50	5,000,000	F. & A.	Aug. '69 4	New London Northern...100	895,000	M. & S.	Sep. '68 4				
Col. Uti. & Indiana Con. 100	11,420,000	J. & J.	Jul. '69 8	New York Central...100	28,795,000	F. & A.	Aug. '69 4				
Columbus and Xenia*...50	1,786,200	J. & J.	Jul. '69 8	Do. Int. certificate...100	22,829,900	F. & A.	Aug. '69 4				
Concord...100	1,500,000	M. & N.	May '69 3	New York and Harlem...100	6,255,000	J. & J.	Jul. '69 4				
Concord & Ports. guar. 100	350,000	J. & D.	Jun. '69 34	Do. pref. 50	1,500,000	J. & J.	Jul. '69 4				
Conestoga & Pottsville...100	1,822,100	J. & J.	Jul. '69 8	New York & New Haven...100	6,000,000	J. & J.	Jul. '69 5				
Conn. & Passum. Rivers...100	1,700,000	J. & J.	Jul. '69 8	N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jul. '69 5				
Do. do. pref. 100	1,316,000	A. & O.	Oct. '68 4	Niag. Bridge & Cananda* 100	1,000,000	J. & J.	Jan. '69 5				
Connecticut Valley...100	460,000	J. & J.	Jul. '69 8	North Carolina...100	797,400	J. & J.	Jan. '69 5				
Danbury and New Is...100	2,392,361	J. & J.	Jul. '69 8	Do. pref. 100	4,000,000	F. M. A. N.	Aug. '69 2				
Dayton and Michigan*...50	594,250	J. & J.	Jul. '69 8	Northern Central...50	4,648,900	J. & D.	May '67 4				
Delaware...100	13,386,020	J. & J.	Jul. '69 8	North Eastern (S. C.) pref. 100	155,000	J. & D.	May '67 4				
Del. Lackaw. & Western...50	1,820,200	J. & J.	Jul. '69 8	Northern of N. Hampsh...100	3,081,400	J. & D.	June '69 4				
Des Moines Valley...100	1,047,350	J. & J.	Jul. '69 8	North Pennsylvania...100	3,150,150	J. & J.	Jan. '69 5				
Detroit & Milwaukee...100	1,500,000	F. M. A. N.	Aug. '69 2	Norwich & Worcester...100	2,865,600	J. & J.	Jul. '69 5				
Do. do. pref. 100	1,200,000	F. M. A. N.	Aug. '69 2	Ogdens. & L. Champl'n...100	3,294,000	J. & J.	Apr. '69 4				
Dubuque and Sioux City...100	1,673,641	Annual	July '69 31	Do. pref. 100	1,994,900	A. & O.	Apr. '69 4				
Do. do. pref. 100	1,287,351	J. & J.	July '69 34	Ohio and Mississippi...100	20,000,000	J. & D.	Jun. '69 34				
East Mahanoy...100	392,550	J. & J.	Jul. '69 8	Do. pref. 100	2,259,000	J. A. J. & O.	Jul. '69 8				
Eastern (Mass.)...100	3,883,300	J. & J.	Jul. '69 8	Old Colony & Newport...100	4,848,320	J. & J.	Jul. '69 8				
Eastern (N. H.)...100	492,500	J. & J.	Jul. '69 8	Orange and Newark...100	281,550	F. & A.	Aug. '69 4				
East Pennsylvania...100	664,900	J. & J.	Jul. '69 8	Oswego and Syracuse...50	482,400	F. & A					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1860.....	475,641	433,279	385,991	412,521	464,597	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1861.....	377,852	380,190	499,555	407,018	465,102	383,399	460,550	461,879	483,177	493,917	474,134	390,641	5,167,371
1862.....	404,467	393,251	408,847	386,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092	.....
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,669	361,701	4,508,643
1869.....	339,762	304,828	393,648	331,149	345,556	391,685	353,736	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514	.....
1866.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	346,028	290,268	3,466,922
1867.....	224,621	272,454	268,369	297,625	270,681	297,513	444,024	506,403	509,549	442,275	377,053	4,358,614	.....
1868.....	308,587	297,464	276,431	288,700	308,891	306,200	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1869.....	333,300	308,200	398,700	362,900	419,100	508,000	440,300	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,300	609,605	729,759	716,378	563,400	6,114,566
1865.....	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490	.....
1866.....	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,398	774,279	893,658	888,214	1,063,235	1,448,942	1,541,057	1,211,530	879,900	11,632,737	.....
1868.....	724,890	807,478	850,192	1,094,597	1,180,937	1,076,674	1,251,940	1,507,479	1,670,067	1,107,064	1,001,987	13,384,471	.....
1869.....	822,092	830,286	1,142,168	1,112,190	1,268,444	1,258,284	1,167,156	.....	.....	.....	.....	.....	.....
Erie:													
1866.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868.....	1,031,329	901,762	1,136,994	1,263,742	1,163,612	1,089,605	1,063,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	490,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	709,236	661,911	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	616,608	400,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,063	505,296	505,465	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,737	738,530	823,901	727,810	613,329	7,160,992
1868.....	687,443	536,165	444,443	618,800	672,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,917,629
1869.....	681,656	568,783	711,559	595,355	655,047	740,949	661,794	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,251	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,086
1869.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864.....	258,600	304,445	338,454	320,651	287,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865.....	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,558	384,401	429,177	496,655	429,546	352,218	4,650,328
1867.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,963,503
1868.....	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,065	426,313	4,929,050
1869.....	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,096	186,639	174,002	172,180	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	245,858	246,432	236,432	206,221	236,432	206,221	193,328	215,440	308,168	375,388	339,794	306,186	3,168,066
1864.....	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	490,694	447,670	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	493,640	414,004	306,669	4,260,115
1867.....	304,095	283,061	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	466,973	511,820	410,826	390,671	4,569,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869.....	454,130	330,233	420,774	400,287	630,844	678,900	586,341	.....	.....	.....	.....	.....	.....
New York Central:													
1865.....	957,960	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,064,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867.....	1,001,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,916	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	234,963	223,242	268,177	302,596	392,400	278,006	346,243	275,950	3,311,077
1865.....	229,139	267,222	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,225	277,424	283,130	253,925	247,262	305,454	278,701	310,762	310,762	281,613	3,380,583
1867.....	219,065	219,065	279,647	284,729	282,839	240,135	234,633	322,521	365,371	379,367	338,068	272,653	3,459,319
1868.....	211,973	231,351	265,905	262,149	204,620	217,082	194,455	287,557	307,122	389,329	274,637	235,861	2,964,041
1869.....	180,366	216,086	221,459	214,409	218,639	222,236	192,364	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862.....	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest.	Payable.	WHEN PAY-ABLE.	Market Price.	
National Securities, Sept. 1, 1869.							Massachusetts—							
Loan of June 14, 1858.....registered	20,000,000	5	Jan. & July.	1874	123		Western R. R. Loan, sterling	3,578,696	5	April & Oct.	1870	115		
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	121		—Troy and Greenfield Loan, stg.	3,566,580	5	"	1870	104		
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	282,732,600	5	"	1871	133		—Eastern R. R. Loan.....dollar	1,168,500	5	Jan. & July.	1871			
and March 3, 1863.....} coupon		5	"	1881	123		—Nor. & Wore. R. R. Loan	200,000	5	"	1877			
Oregon War Bonds of March 2, 1861.....	945,000	5	"	1881	123		—B. H. & Erie R. R. Loan, stg.	290,400	5	"	1900			
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,600	5	July.	1881			—State Scrip (var.).....	171,000	5	Various.	1870			
Loan of March 3, 1864 (5-20s).....registered	23,882,500	5	May & Nov.	1882	122			117,000	5	April & Oct.	1873			
Loan of June 30, 1864 (5-20s).....registered	125,561,300	5	"	1882	123			125,000	5	Various.	1874			
Loan of March 3, 1865 (5-20s).....registered	203,327,250	5	"	1884	121			162,000	5	June & Dec.	1872			
2d series (5-20s).....registered	332,993,950	5	"	1884	123		—Union Fund Loan of 1861.....	50,000	5	Jan. & July.	1877			
3d series (5-20s).....registered	379,588,450	5	"	1884	123			650,000	5	"	1877			
4th series (5-20s).....registered	42,539,350	5	"	1885	122			720,000	5	"	1876			
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Jan. & July.	1880	121			1,430,000	5	"	1876			
Union Pacific R. R. Bonds.....(currency)	60,860,320	5	"	1886	121			600,000	5	"	1877			
Certificates of Mar. 2, 1867, and July 2, 1868.....	50,790,000	5	"	1887	120			220,000	5	May & Nov.	1880			
Navy Pension Fund of July 23, 1868.....	14,000,000	5	"	1887	121			200,000	5	Jan. & July.	1883			
Loans of 1842, 1847 and 1848.....	78,850	5	"	1887	121			4,000,744	5	May & Nov.	1894			
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	"	1888	121			4,379,500	5	"	1894			
Treasury Notes prior to 1857.....	103,615	5	"	1888	121			888,000	5	Jan. & July.	1883			
Treasury Notes of 1857, '60, '61 and '63.....	224,182	var	"	1888	120			3,505,000	5	Mar. & Sept.	1886			
Treasury Notes (7-30s).....	999,750	7.3	"	1904	112			919,324	5	Var.	1879			
Certificates of Indebtedness.....	12,000	6	"	1904	112			86,000	5	Jan. & July.	1879			
Compound Interest Notes of 1863 and 1864.....	2,714,980	6	"	1909	111			200,000	5	"	1878			
Temporary Loan of June 30, 1864.....	183,110	var	"	1909	111			1,728,000	5	"	1878			
U. S. Notes (greenbacks).....	356,114,913	var	"	1909	111			896,000	5	"	1886			
Fractional Currency.....	30,711,800	"	"	1909	111			463,000	5	May & Nov.	1890			
								2,275,000	5	Jan. & July.	1883			
State Securities, latest dates.								7,000,000	5	Jan. & July.	1871			
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64			463,000	5	Jan. & July.	1883			
—(extended).....	2,414,800	5	"	'83-'86				2,830,000	5	Jan. & July.	1887			
—(sterling).....	770,000	5	Jap. & July.	'86-'86				15,734,000	5	"	'82-'90	87		
—(" extended).....	732,800	5	"	1886				1,589,000	7	"	'81-'87	92		
—(new).....	600,200	5	"	'94-'95	93			3,000,000	6	"	'81-'85	92		
Arkansas—State Bonds (Real Estate Bank).....	886,000	5	April & Oct.	1861				1,089,800	5	Jan. & July.	1870	99		
—(State Bank).....	440,000	5	Jan. & July.	1868				600,000	5	Mar. & Sept.	1849	98		
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	126			1,267,000	5	April & Oct.	1874	90		
—1860.....	177,500	7	"	1880				500,000	5	Jan. & July.	1869			
—Soldiers' Relief Bonds.....	470,500	7	"	'83-'85				1,699,900	5	Jan. & July.	1884	108		
—Bounty Bonds.....	982,000	7	"	'83-'85				1,002,900	5	"	'82-'90	108		
Connecticut—War Bonds, My '61,(10 or 20yr).....		6	Jan. & July.	'71-'81	99			593,469	5	J. A. J. & O.	1870			
—Oct. '61,(10 or 20yr).....		6	"	'72-'82				700,000	7	"	1878			
—Nov. 1863.....	7,513,092	6	"	1883				800,000	6	"	1878			
—My '64,(10 or 20yr).....		6	April & Oct.	'74-'78				1,189,781	5	"	1875			
—May 1, 1865, (free).....		6	"	1885				900,000	5	"	1875			
—(various) registered	867,500	5	Various.	Var.				348,107	5	"	1875			
Florida—State Bonds.....	500,000	5	Jan. & July.	Var.				2,607,300	5	J. A. J. & O.	1872	102		
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92			5,726,800	5	"	1873	102		
—(Act March 12, 1869).....	3,164,500	7	May & Oct.	1870				2,250,000	5	"	1874	103		
—(W. & A. R. R.).....	1,619,000	6	Jan. & July.	1886				500,000	5	"	1875	100		
—(").....	75,000	6	May & Oct.	'68-'74	84			900,000	5	"	1877	100		
—(Atl. and Gulf R. R.).....	734,000	5	Feb. & Aug.	'78-'80				2,035,800	5	"	1874			
—(sterling).....	72,000	5	Mar. & Sept.	1869				3,757,000	7	Jan. & July.	1877	109		
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870				22,186,000	7	"	1877	108		
—Interest Bonds.....	996,649	6	"	1877	100			6,511,000	6	J. & J. or A. & O.	'90-'91	50		
—Liquidation Bonds.....	193,400	6	"	1865				3,069,045	6	"	'92-'98	49		
—Refunded Stock.....	985,900	6	"	'60-'77				3,200,000	6	Jan. & July.	1900			
—Thornton Loan Bonds.....	104,000	6	"	1869				2,439,900	6	Jan. & July.	1898			
—War Loan Bonds.....	543,200	6	"	1870				2,026,171	6	Jan. & July.	1870	100		
—Ill. and Mich. Canal.....(sterling).....	792,222	6	"	1879	102			1,600,000	6	"	1875	100		
—registered	535,367	6	"	1870				4,095,309	6	"	1881	102		
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97			2,400,000	6	"	1886	103		
—War Loan Bonds.....	210,000	6	May & Nov.	1888				—Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109	
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1888				—Bonds.....	22,186,000	7	"	1877	108	
—War and Defense Bonds of 1861.....	300,000	7	"	1881				North Carolina—State Bonds (old).....	6,511,000	6	J. & J. or A. & O.	'90-'91	50	
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97				—(new).....	3,069,045	6	"	'92-'98	49	
—Territorial Debt Bonds.....	100,000	6	July.	'83-'84				—(Chatham R. R.).....	3,200,000	6	Jan. & July.	1900		
Kentucky—State Bonds.....	1,421,000	5	April & Oct.	'71-'72	100			(funding).....	2,439,900	6	Jan. & July.	1898		
— "														

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Cape May and Millville:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$200,000	7	April & Oct.	New York.	1879	....
Albany and Susquehanna:							Catawissa:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mortgage.....	371,000	7	Feb. & Aug.	Philadelphia.	1892	97
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	Cedar Falls and Minnesota:						
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Allegheny Valley:							1st Mort. (W. to Minn. 1. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....	Cedar Rapids and Missouri River:						
2d Mortgage (floating funded).....	.....	7	"	"	18—	....	1st Mortgage.....	3,598	7	Jan. & July.	New York.	1916	92
Androscoquin:							Central Branch Union Pacific:						
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	1st Mort. (Atchison & Fike's P.)	1,000,000	6*	May & Nov.	New York.	'95-'98	....
Atlantic and Great Western:							2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	"	'96-'99	....
1st Mortgage (New York).....	.....	7*	April & Oct.	London.	1879	....	Central of Georgia:						
1st Mortgage (Pennsylvania).....	.....	7*	"	"	1877	....	1st Mortgage.....	780,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (Ohio).....	.....	7*	"	"	1876	....	Central of New Jersey:						
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	99
1st Mortgage (Buffalo Extension)	.....	7*	April & Oct.	"	1884	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	100
1st Mortgage (Silver Creek Br.)	.....	7*	March & Sept.	"	1884	....	Central Ohio:						
2d Mortgage (New York).....	.....	7	April & Oct.	New York.	1881	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	82
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	Central Pacific of California:						
2d Mortgage (Ohio).....	.....	7*	Jan. & July.	"	1883	....	1st Mortgage (on 725 m.) free.....	22,789,000	6*	Jan. & July.	New York.	1895	94
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	Convertible bonds.....	1,500,000	7*	"	"	1883	108
Income Mortgage.....	8,701,806	7*	"	"	18—	....	National Loan.....	22,789,000	6	"	"	1896	....
Atlantic and Gulf:							Charleston and Savannah:						
1st Mortgage Consolidated.....	2,000,000	7	— & —	New York.	1898	....	1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
Atlantic and St. Lawrence:							Charlotte and South Carolina:						
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Cheraw and Darlington:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage.....	75,000	7	"	"	1868	....
Baltimore and Ohio:							Chesapeake and Ohio (Va. Cent.):						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage for \$10,000,000.....	.....	8	Jan. & July.	New York.	1898	....
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	94	Cheshire:						
Loan of 1859.....	579,500	6	"	"	1880	94	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	90
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	95	Chester Valley:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	Chicago and Alton:						
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	1st Mortgage, prof. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
By de Noquet and Marquette:							1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	93
Bellefontaine:							Chicago, Burlington and Quincy:						
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	108
2d Mortgage.....	16,000	7	"	"	1870	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bellefonte and Snow Shoe:							2d Mortgage.....	941,000	4	July.	Frankfort.	1890	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belvidere Delaware:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	89	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	82	Chicago and Great Eastern:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	80	Construction.....	400,000	7	April & Oct.	New York.	1895	85
Blue Ridge, S. Car.:							Income.....	300,000	7	"	"	1895	....
1st Mortgage of \$2,500,000.....	.....	7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee, (45 m's).....						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.) ..	397,000	7	May & Nov.	New York.	1874	....
Boston, Clinton and Fitchburg.							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Prof. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	96
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	90
2d Mort. conv. (1st M. on 22 1/2 m.).....	100,000	6	Jan. & July.	Boston.	1870	90	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	88
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	92	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000	.....	7	Jan. & July.	"	1899	61	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1915	95
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	....
Wharf purchase bonds.....	200,000	6	"	"	1879	96	1st Mortgage (Peninsula R.R.).....	1,010,000	7	March & Sept.	"	1898	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chi. & Mil. R.W. 85 m)	1,068,000	7	Jan. & July.	"	1898	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1896	94
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	90	2d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83	New Mortgage.....	254,000	7	"	"	1887	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	....	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	Cincinnati and Indianapolis June:						
2d Convertible bonds.....	600,000	7	"	"	1875	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
3d Convertible bonds.....	958,545	8	"	"	1880	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
California Pacific:							1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	Cincinnati and Martinsville:						
Camden and Amboy:							1st Mort. (guar.						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage.....	1,000,000	7	" "	" "	1880	92	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	98½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	90½
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	82½
1st Mort. (June R. R. 1st Div.)..	18,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	928,500	7	June & Dec.	" "	1888	76
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	76
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99	Starling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1876	...
2d Mortgage (Clev. and Tol.)....	1,000,000	7	April & Oct.	" "	1886	...	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	700,000	7	April & Oct.	" "	1876	...
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	...
Consol. 1st Mortgage skg fund....	15,000,000	7	April & Oct.	New York.	1908	83½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	...
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	81	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	...
Income Bonds.....	1,243,000	7	" "	" "	1881	...	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	...
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897	...	1st Mortgage.....	200,000	7	" & "	Providence.	18—	...
Consol. 2d Mortgage skg fund....	5,000,000	7	Feb. & Aug.	" "	1909	...	Flemington.....	100,000	6	" & "	Princeton.	18—	...
Columbus and Xenia:							1st Mortgage 17½ wanted.....	1,520,500	7	" & "	New York.	18—	...
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	96
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	76-77	...	1st Mortgage.....	1,029,000	7	May & Nov.	" "	1875	...
Connecticut River:							2d Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Grand Rapids and Indiana:						
Connecting:							1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1886	...
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1890	87½	Grand River Valley:						
Cumberland and Pennsylvania:							1st Mortgage, guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	...
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Grand Trunk (Ca.):						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	...
Cumberland Valley:							2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	...
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	3d Preference Stock.....	3,414,094	4*	" "	" "	18—	...
2d Mortgage.....	109,500	8	" "	" "	1904	...	4th Preference Stock.....	25,592,860	4*	" "	" "	18—	...
Danbury and Norwalk:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	...
Danv., Urbana, Blooming. & Pekin:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Government Loan £573,688.....	2,782,387	6*	" & "	Ottawa.	...	...
Dayton and Michigan:							Mortgage Bonds £615,200.....	2,983,720	6*	" & "	London.	73-76	...
1st Mortgage sinking fund.....	2,608,000	7	Jan. & July.	New York.	1881	...	Mortgage Bonds £347,000.....	2,652,950	5*	" & "	" "	77-78	...
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	...	Stock Debentures £46,700.....	226,500	5*	" & "	" "	trued.	...
Toledo Depot Mortgage.....	169,500	7	" "	" "	81-94	...	Great Western of Illinois:						
Dayton and Union:							1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1888	100
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	83
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	...	1st Mortgage (General).....	1,455,000	7	" "	" "	1893	81
Income Bonds.....	252,445	6	" "	" "	1879	...	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	81
Dayton and Western:							Greenville and Columbia:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	...
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	...	Hannibal and St. Joseph:						
Delaware:							Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	...
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	...
Guaranteed Bonds.....	100,000	6	" "	" "	1875	...	Eight per cent. Loan.....	800,000	8	" "	" "	18—	...
State Loan.....	170,000	6	" "	" "	1876	...	Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	...
Extension Mortgage.....	100,000	6	" "	" "	1880	...	Ten per cent. Loan.....	500,000	10	" & "	" "	1869	...
Delaware, Lackawanna & Western:							1st Mort. (Quincy and Palmyra).....	500,000	8	" & "	" "	18—	...
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mort. (Kan. City & Cameron).....	1,200,000	10	" & "	" "	18—	...
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	99½	Harrisburg and Lancaster:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	93½	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
Des Moines Valley:							Hartford and New Haven:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	...	Hartford, Providence and Fishkill:						
Detroit and Milwaukee:							1st Mort. (R. Island 26.32 m.)....	481,000	7	Jan. & July.	Providence.	1876	...
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	1st Mort. (Connecticut 96.04 m.)....	1,574,500	7	" "	Hartford.	1876	...
2d Mortgage.....	1,000,000	8	" "	" "	1875	...	Hempfield:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	...
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	...	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	...
Bonds of June 30, 1866, (cond.)..	1,611,639	6	" "	" "	1886	...	2d Mortgage.....	100,000	7	" "	" "	1885	...
Detroit, Mon. & Tol. (M.S. & N.L.)							Houston and Texas Central:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	...	1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	...
Detroit and Pontiac (Det. & Mil.):							Hudson River:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage.....	150,000	7	April & Oct.	" "	1878	...	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	102½
Dubuque and Sioux City:							3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	92	Huntington and Broad Top Mt.:						
1st Mortgage (construction).....	600,000	7	" "	" "	1894	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	82
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	...	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	...
Dubuque Southwestern:							Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	33
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	Illinois Central:						
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	...	Construction.....	3,955,000	7	April & Oct.	New York.	1875	120
East Brandywine & Waynesburg:							Construction.....	437,500	6	" "	" "	1875	...
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	Redemption.....	2,580,500	6	" "	" "	1890	...
East Pennsylvania:							Redemption, sterling.....	2,424,500	6*	" "	London.	1875	...
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	...	Illinois and Southern Iowa:						
East Tennessee and Georgia:							1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	Indianapolis, Cin. and Lafayette:						
Tennessee Loan (1866).....	436,660	6	" "	" "	1898	...	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	...
Mortgage (old).....	640,000	6	" "	" "	1880	...	1st Mortgage (Ind. and Cin.)....	500,000	7	April & Oct.	" "	1888	...
Mortgage (new).....	135,900	7	" "	" "	1890	...	Indianapolis, Crawfordsv. & Danv.:						
East Tennessee and Virginia:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	...
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	...
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	...	Iowa River:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	16—	...	1st Mortgage (Eldora R. R.)....	272,000	7	Jan. & July.	New York.	1888	...
Eastern:							Jackson, Lansing and Saginaw:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	...	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
2d Mortgage, (convert. sterling)...	420,000	6*	Jan. & July.	London.	1872	...	Jeffersonville (J. M. & L.):						
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	64	2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	...
1st Mortgage, (Essex Railroad)....	214,000	6	Jan. & July.	" "	1876	98	Jeffersonville, Madison & Indian:						
Bonds of 1863.....	500,000	6	March & Sept.	" "	1888	...	1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	...
Edgfield and Kentucky:							Joliet and Chicago:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	...
Elmira and Williamsport:							Joliet and Northern Indiana:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	88½	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	...
Income Bonds.....	670,000	6	April & Oct.	" "	1872	60	Junction, Philadelphia:						
European and North American:							1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	...
1st Mortgage (Bangor to Winn.)...	1,000,000	6*	Jan. & July.	London.	1886	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mobile and Montgomery:						
1st Mort. (Covington & Lexington)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage.....	\$1,200,000	5	May & Nov.	New York.	1888	....
2d Mortgage (do.)	794,000	7	— & —	"	1883	....	Mobile and Ohio:						
3d Mortgage (do.)	237,000	7	— & —	"	1885	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Keokuk and St. Paul:							1st Mortgage, Sterling.....	1,669,800	6	Jan. & July.	New York.	1891	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94	Income of '61, '62, '65 and '67...	388,900	8	May & Nov.	Mobile.	1867	19
Knoxville and Charleston:							Liquidation (10 year) bonds....	556,421	8	"	New York.	1876	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Interest bonds.....	697,900	8	"	Mobile.	1882	38
Knoxville and Kentucky:							Montgomery and Eufala:						
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Montgomery and West Point:						
Lackawanna and Bloomsburg:							Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Mortgage Bonds.....	719,500	8	"	"	1881	82
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Morris and Essex:						
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	90
Lake Erie and Louisville:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	92
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Nashville and Chattanooga:						
Lawrence:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. State Loan.....	150,000	6	"	"	1892	....
Lehigh and Lackawanna:							Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	87	Nashville and Decatur:						
Lehigh Valley:							Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	05	Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
New Mortgage, free of taxes....	1,917,000	6	June & Dec.	"	1898	05	2d Mortgage.....	500,000	6	"	New York.	1887	....
1st Mortgage (Hazelton).....	149,500	6	Jan. & July.	"	1878	....	Nashville and Northwestern:						
Little Miami:							Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	2d Mortgage.....	792,050	6	"	"	'71-'83	....
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	Naugatuck:						
Little Schuylkill:							1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	Newark and New York:						
Long Island:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	95	Newburg & New York (Oct. 1, '68):						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1880	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	New Bedford and Taunton:						
Louisville, Cinclin. and Lexington:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	85	New Brunswick and Canada:						
Louisville and Frankfort:							1st Mortgage, Sterling.....	1,100,000	6*	May & Nov.	London.	1867	....
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	Newcastle and Beaver Valley:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Nashville:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	98	New Haven and Darby:						
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	1st Mortgage.....	300,000	7	May & Nov.	New York.	1883	....
1st Mortgage, Hardtown Branch	27,500	7	Jan. & July.	"	1870	....	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	92	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mort. (Hamp. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext....	600,000	6	April & Oct.	"	1893	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'76-'87	98
Consolid. 1st mort. for \$8,000,000	.....	7	"	"	1898	90	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Macon and Brunswick:							New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Jackson & Gt. North:						
Mahanoy and Broad Mountain:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	70
Maine Central:							N. Orleans, Opelousas & Gt. Wm:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	46
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	2d Mort. (F.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	New York Central:						
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	01
Marietta and Cincinnati:							Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage.....	2,500,000	7	Feb. & Aug.	Baltimore.	1891	87	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	....
1st Mortgage, Sterling.....	1,000,000	7*	"	London.	1891	....	Bonds for railroad stocks.....	692,000	6	"	"	1883	87
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	09	Bonds for real estate.....	162,000	6	"	"	1883	87
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	Bonds and mortgages.....	88,215	7	various.	"	var.	....
Memphis and Charleston:							Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	92
1st Mortgage, Convertible.....	1,293,000	6	May & Nov.	"	1880	85	New York and Flushing:						
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Little Rock:							New York and Harlem:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	New York and New Haven:						
Michigan Central:							1st Mortgage.....	1,069,500	6	April & Oct.	New York.	1875	96
1st Mortgage, sterling.....	467,459	6*	Jan. & July.	London.	1872	....	New York, Providence & Boston:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	113	Norfolk and Petersburg:						
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	130	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1875	72
Michigan Southern & North. Ind.:							1st Mortgage.....	303,000	8	"	"	1875	80
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	99	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
2d Mortgage.....	2,693,000	7	"	"	1877	93	North Eastern:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	92	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	79
Mifflin and Centre County:							2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Missouri:						
Milwaukee & Chicago, (40 miles):							1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	83
1st Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
2d Mortgage, (").....	10,500	7	June & Dec.	"	1898	....	North Pennsylvania:						
Milwaukee and St. Paul:							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1889	87
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	91	Chattel Mortgage.....	300,000	10	April & Oct.	"	1887	109
1st Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	2d Mortgage.....	276,500	7	— & —	"	18—	88
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	101	North Shore, L. I.:						
2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	92	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	86	Northern Central:						
Mineral Point:							1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
1st Mortgage.....	320	10	— & —	New York.	1887	....	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	88
Mississippi Central:							3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	"	1900	85
1st Mortgage.....	1,850,000	7	May & Nov.	New York.	1873	72	Consol. Mort. for \$6,000,000....	952,000	6*	Jan. & July.	"	1900	....
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	49	Northern New Hampshire:						
Tenn. State Loan.....	1,278,980	6	Jan. & July.	"	1892	....	Company Bonds of 1854.....	125,000	6	April & Oct.	Boston.	1874	....
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....	North Western Virginia:						
Tennessee State Loan.....	417,800	6	"	"	1892	....	2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	98
Mobile and Girard:							3d Mortgage (B. & O. R. R. Co.)	185,000	6	"	"	1885	70
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$300,000.....	.....	8	"	"	1887	....	Consolidated Bonds.....	500,000	6	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	\$75,000	7	Jan. & July.	New York.	1912	102
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	\$75,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	\$75,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	\$75,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	\$75,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	\$75,000	7	June & Dec.	"	1912	....
Ohio and Mississippi:							1st Mortgage (Series G).....	\$60,000	7	Jan. & July.	"	1912	98
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series G).....	\$60,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	2d Mortgage (Series H).....	\$60,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	....	2d Mortgage (Series I).....	\$60,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series J).....	\$60,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	84	2d Mortgage (Series K).....	\$60,000	7	June & Dec.	"	1912	....
Consolidated Mort. sterling.....	83,420	...	"	London.	1898	....	2d Mortgage (Series L).....	\$60,000	7	April & Oct.	"	1912	95
Oil Creek and Allegheny River:							2d Mortgage (Series M).....	2,000,000	7	"	"	1912	....
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897	....	Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876	....
Old Colony and Newport:							Placerville and Sacramento:						
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	....	1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	94	1st Mortgage.....	525,000	10*	"	"	1894	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101	Providence, Warren and Bristol:						
Orange, Alexandria & Manassas:							1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage.....	60,000	8	June & Dec.	"	1877	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	73 1/2	Quincy and Toledo:						
3d Mort. " "	673,500	8	May & Nov.	Richmond.	1873	83 1/2	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70 1/2	Raritan and Delaware Bay:						
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	72 1/2	1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
Va. State Loan.....	249,962	6	"	"	1887	....	2d Mortgage.....	250,000	7	"	"	1888	....
Osage Valley:							Equipment Bonds, convertible..	296,000	7	"	"	1876	....
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	Reading and Columbia:						
Oswego and Rome:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Rensselaer and Saratoga:						
Oswego and Syracuse:							1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
2d Mortgage.....	375,000	7	"	"	1885	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
Pacific Mo.:							2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	91	Richmond and Danville:						
St. Louis Loan.....	700,000	6	"	"	'71-'73	....	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97 1/2	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	73
Panama:							Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'80	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	....
2d Mortgage, Sterling.....	346,000	7*	"	"	1875	....	Rich, Frederickburg & Potomac:						
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
Paterson and Newark:							Company Bonds, dollar.....	172,500	7	"	Richmond.	1875	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Richmond and Petersburg:						
Pemberton and Hightstown:							Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st Mortgage endorsed.....	100,000	7	"	"	1877	....	Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
Peninsula (O. & N. W.):							Richmond and York River:						
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	1st Mortgage.....	600,000	8	"	"	1891	....
Pennsylvania:							Roanoke Valley (R. & Dan.):						
1st Mort. " Harrieb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98 1/2	1st Mortgage.....	100,800	7	Feb. & Aug.	Richmond.	'69-'76	....
2d Mort. " " " " }	2,594,000	6	April & Oct.	"	1875	97 1/2	Rockford, R. Island & St. Louis:						
2d Mort. " " " " }	2,283,840	6	"	London.	1875	....	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	Rock Island and Peoria:						
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	1st Mortgage.....	1,384,000	7	"	"	1891	....
Short Bonds and Debentures...	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	Rome, Watertown & Ogdensburg:						
Pennsylvania and New York:							1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	100
1st Mortgage guaranteed.....	2,097,000	7	"	"	1881	....	Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1890	....
Penascola and Georgia:							1st Mort. (Potdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	1881	....	Rutland and Burlington:						
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	1881	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140
2d Mortgage.....	256,000	8	"	"	1881	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
Peoria and Bureau Valley:							Sacramento Valley:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	1881	....	1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
Peoria, Pekin and Jacksonville:							2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	St. Joseph and Council Bluffs:						
Perkiomen:							1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage.....	255,000	6	"	"	1881	....	1st Mortgage (in Iowa 52 m.)..	150,000	10	"	"	1893	....
Perth Amboy and Woodbridge:							2d Mortgage (" ").....	500,000	7	"	"	1882	....
1st Mortgage, guaranteed.....	100,000	6	"	"	1881	....	St. Louis, Alton and Terre Haute:						
Philadelphia and Baltimore Cent:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Philadelphia and Erie:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	81
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	80 1/2	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	70
2d Mortgage.....	4,000,000	7	"	"	1901	85 1/2	St. Louis and Iron Mountain.						
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	....	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	82 1/2
Philadelphia, Germant. & Norist:							St. Louis, Jacksonville & Chicago:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	95
Philadelphia and Reading:							2d Mortgage (\$5,000 per mile)..	360,000	7	Jan. & July.	"	1898	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	100 1/2	St. Louis and St. Joseph:						
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	84	St. Louis, Vandalia & T. Haute:						
Bonds of 1857, convertible.....	171,500	6	"	"	1886	97 1/2	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1824, Sterling.....	182,400	5*	"	"	1886	....	2d Mortgage, S. F., guaranteed.	2,000,000	7	"	"	1897	....
Bonds of 1834, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	St. Paul and Chicago:						
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	106							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880		Consolidated Mort.—1st class..	\$722,500	7	{ Apr. & Oct.	Philadelphia.	1890	....
3d Mortgage.....	71,000	7	— & —	" "	1870		" " 2d class..	850,000	7	" " "	" "	1890	....
Selma and Meridian:							" " 3d class..	154,000	7	{ Jan. & Jul.	" "	1890	....
1st Mortgage.....	79,875	...	— & —	" & —	...		" " 4th class..	1,263,000	7	" " "	" "	1890	....
2d Mortgage.....	52,000	...	— & —	" & —	...		Virginia and Tennessee:						
3d Mortgage.....	605,000	...	— & —	" & —	...		1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	....
Selma, Rome and Dalton:							2d Mortgage.....	23,500	6	" " "	" "	1895	64½
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872		3d Mortgage (Enlarged).....	990,000	6	" " "	" "	1884	66½
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" "	1864		Income Bonds.....	138,500	6	" " "	" "	1865	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	" "	1887		Funding Bonds (\$1,000,000).....	736,000	8	" " "	" "	1890	72½
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Shenoygan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	" " "	" "	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	562,000	8	April & Oct.	" "	1878	90
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$1,000,000.....	238,000	6	March & Sept.	Philadelphia.	1883	91
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1890 for \$1,000,000.....	983,500	6	Jan. & July.	" "	1896	....
Sterling Bonds £59,031½.....	202,366	5*	" " "	Charleston.	'71-'85	....	Western (Boston and Albany):						
Domestic Bonds.....	418,016	6	" " "	" "	'73-'74	....	Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	97½
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	....	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	96½
Domestic Bonds.....	553,500	7	Jan. & July.	" "	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
1st Mort. (\$10,000 p.m.) endorsed	...	8	— & —	New York.	1889	....	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	" "	1890	82
South Shore:							2d M. for \$300,000, end. by W.Co.	300,000	6	" " "	" "	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90½	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	Western Union:						
2d Mort. guar. by Petersburg..	300,000	6	" " "	Petersburg.	'70-'75	65½	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)...	175,000	6	" " "	" "	'65-'68	....	Whitehall and Plattsburg:						
4th Mortgage.....	517,000	6	" " "	" "	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	...	8	" " "	New York.	'84-'90	....	Wilcombe and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	160,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm., Charlotte & Rutherford:						
South Western:							Wilm., Charlotte & Rutherford:	2,320,000	6	Jan. & July.	New York.	'90-'92	76
1st Mortgage.....	430,000	8	various.	Macon.	'75-'85	....	N. Car. State Loan.....	...	8	" " "	" "	1897	....
South West Pacific:							1st Mortgage guar. by State.....	...	8	" " "	" "	1897	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Wilmington and Manchester:						
Southern Minnesota:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1896	....
1st Mort. (10-20 yrs) \$20,000 p.m.	...	8	Jan. & July.	New York.	1888	....	2d Mortgage, 2d pref.....	148,000	7	" " "	" "	1896	....
Springfield and Columbus:							1st Mortgage, 3d pref.....	528,000	7	" " "	" "	1896	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
Staten Island:							Wilmington and Weldon:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Sterling Mountain:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1888	....
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	91½
Sullivan:							York and Cumberland (N. Cent.):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	....	2d Mortgage.....	25,000	6	Jan. & July.	" "	1871	....
Syracuse, Binghamton and N. Y.:							3d Mortgage.....	500,000	6	" " "	" "	1871	....
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	CANAL BONDS.						
Summit Branch:							Chesapeake and Delaware:						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—	....	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Sussex:							Chesapeake and Ohio:						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Tioga:							Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Toledo, Peoria and Warsaw:							Delaware Division:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	84½	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	83½	Delaware and Hudson:						
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Toledo, Wabash and Western:							1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	....
1st Mort. (To. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	89	Delaware and Raritan (See Camden and						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	" "	1890	....	Eric of Pennsylvania:						
2d Mort. (To. & Wabash 75 m.)...	1,000,000	7	May & Nov.	" "	1878	84½	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mort. (Wab. & West. 167 m.)...	1,500,000	7	" " "	" "	1871	....	Interest Bonds.....	161,960	7	" " "	" "	18—	....
Equipm't Bonds (T. & W. 75m.)...	600,000	7	" " "	" "	1883	77½	Illinois and Michigan:						
Consol. M. (T., W. & W. 490 m.)...	2,382,000	7	F. M. A. & N.	" "	1907	88	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Troy and Boston:							Ill. State bonds, sterling, reg...	500,967	6*	" " "	" "	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	Lehigh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	....	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Troy Union:							2d Loan.....	5,006,122	8	" " "	" "	1884	84
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	3d Loan.....	2,000,000	6	" " "	" "	1897	....
2d Mortgage, guaranteed.....	300,000	6	" " "	" "	1878	....	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	98½
Union Pacific:							Convertible Loan.....	1,301,850	6	" " "	" "	1877	81
1st Mortgage, free.....	25,998,000	6*	Jan. & July.	New York.	'95-'99	85	Monongahela Navigation:						
2d Mortgage (Gov. subsidy).....	25,998,000	6	" " "	" "	'95-'99	....	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	" " "	" "	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	" " "	" "	1876	....
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,087	0	" " "	" "	1885	77
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	....	North Branch:						
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June	" "	'95-'97	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	....	Schuylkill Navigation:						
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	" "	'71-'76	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....	2d Mortgage.....	3,980,670	6	Jan. & July.	" "	1882	68
Vermont Central:							Improvement Loan.....	1,601,070	6	May & Nov.	" "	1879	61½
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	83½	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	" " "	Boston.	1891	40	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	" "	'76-'77	101½	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	57
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90½	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	10
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	....	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	" " "	Boston.	1890	....	1st Mortgage, sinking fund....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	293,200	7	" " "	New York.	1889	....	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

Jan. 30, 1898	Feb. 30, 1898	Mar. 30, 1898	Apr. 30, 1898	May 30, 1898	Jun. 30, 1898	Jul. 30, 1898	Aug. 30, 1898	Sep. 30, 1898	Oct. 30, 1898	Nov. 30, 1898	Dec. 30, 1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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eb. 25	1869	10 20	12	12	5	110	North-Eastern	7	2,143,131	*	22,175	22,701	1,053,980	845,000	270,937	22,120	102.0	254,164	108,725	100
Dec. 31	1868	7220	50	27	15	732	North Louisiana and Texas.....	Missouri.....	La.	17,500,000	*	7,600,000	10,000,000	250,000	422.8	67.3	1,296,981	301,779	100	
Dec. 31	1868	5533	120	22.5	14	732	North Missouri.....	Missouri.....	La.	17,500,000	*	7,600,000	10,000,000	250,000	422.8	67.3	1,296,981	301,779	100	
Dec. 31	1868	5833	120	22.5	14	732	North Pennsylvania.....	Pennsylvania.....	Pa.	3,665,759	709,232	3,160,000	3,665,839	60,000	60.8	1,015,370	388,240	50		
Dec. 31	1868	944	2.5	17.0	6	419	North Pennsylvania.....	Pennsylvania.....	Pa.	3,665,759	709,232	3,160,000	3,665,839	60,000	60.8	1,015,370	388,240	50		
Dec. 31	1868	944	4.0	101.3	11	116	North Pennsylvania.....	Pennsylvania.....	Pa.	3,665,759	709,232	3,160,000	3,665,839	60,000	60.8	1,015,370	388,240	50		
Dec. 31	1868	944	4.0	101.3	11	116	North Pennsylvania.....	Pennsylvania.....	Pa.	3,665,759	709,232	3,160,000	3,665,839	60,000	60.8	1,015,370	388,240	50		
Dec. 31	1868	944	4.0	101.3	11	116	North Pennsylvania.....	Pennsylvania.....	Pa.	3,665,759	709,232	3,160,000	3,665,839	60,000	60.8	1,015,370	388,240	50		
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Dec. 3																				

	Value of Operations	Earnings
An asterisk (*) occurring in the margin headed "Rolling Stock"		
An asterisk (*) occurring in the margin headed "Land Grant Railroads are printed in "Italics"		
An asterisk (*) occurring in the margin headed "State and railroad securities"		

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.				Length equiv. single track.		Horses a w/1 Dummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.				Amount out-stand- ing.		Inter- ests.		Principal Payable.		Market Price.	
Years ending.				Length equiv. single track.		Horses a w/1 Dummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.				Amount out-stand- ing.		Inter- ests.		Principal Payable.		Market Price.	
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Years ending.				Length equiv. single track.		Horses a w/1 Dummies.		CARS.		COMPANIES.		Cost of Road and Equipment.																								

PREFERRED & GUARANTEED STOCKS.

Marked with an asterisk (*) are guaranteed by lessees and thus (?) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire* guaranteed.	600,000	7	7	100
Blossburg and Corning* guar.	250,000	6	6	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	100
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna* guar.	589,110	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	3 1/2	100
Central Ohio, preferred.	400,000	7	7	100
Chemung* guar.	380,000	8	8	100
Cheshire, preferred.	2,017,815	7	3	83 1/2
Chicago and Alton, pref.	2,425,400	7	10	166
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	18,159,097	7	10 1/2	93 1/2
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* guar.	6,250,000	3 1/2	3 1/2	100
Cochecho, preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	90 1/2
Cumberland Valley, 1st pref.	241,900	8	8	114 1/2
" " 2d pref.	242,000	8	8	100
Delaware* guaranteed.	594,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97 1/2
Dubuque Southwestern, pref.	350,308	7	7	100
Eastern (N. H.)* guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	83
Erie, preferred.	8,536,910	7	7	123
Hannibal and St. Joseph, pref.	6,253,836	7	7	123
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Houston, preferred.	1,180,000	8	4	66 1/2
Huntingdon & Broad Top Mountain, preferred.	109,750	7	3 1/2	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	500,000	8	8	100
Leeds and Farmington* guar.	600,000	7	7	100
Little Schuylkill* guar.	2,640,100	7	7	100
Louisville, Cincinnati and Lexington preferred.	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	22	100
" " 2d pref.	4,051,744	6	8	100
Manchester and Lawrence*	1,000,000	6	6	100
Michigan Southern, guaranteed.	586,800	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	105	100
" " 2d pref.	1,014,000	7	7	100
Milwaukee and St. Paul, preferred.	8,050,892	7	88 1/2	100
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	100
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	100
New Haven and Northampton*	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.) preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	109	100
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson* guar.	650,000	8	8	100
Paterson and Ramapo* guar.	248,000	5	5	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie*	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton* guar.	1,099,120	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	100
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord*	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100
Rochester and Genesee Valley*	557,500	7	7	100
Rutland, preferred.	77,750	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	7	80
Sandusky and Cincinnati, pref.	445,596	6	34	100
Schuylkill Valley* guar.	576,050	5	5	100
Shamokin Valley & Pottsville* guar.	869,450	5	5	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" " (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	85
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,600,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	5	5	100
Wright, York & Gettysburg* pref.	317,050	2	2	100
CANAL STOCKS:				
Delaware Division* guar.	1,623,350	8	8	100
Morris, preferred.	1,175,000	10	10	100
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred.	1,000,000	6	6	100
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6,774,400	7	7	13
Mariposa Mining, pref.	6,774,400	7	7	13

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	38	@	43	—
Pig, American, No. 1 (good to best).....	—	42	@	—	—
Pig, American, No. 2.....	—	38	@	39	—
Pig, American, Forge.....	—	36	@	—	—
Bar, Refined, English and American.....	—	85	@	—	—
Bar, Swedes, assorted sizes.....	(gold), 82 50	@	87 50	—	—
Bar, Swedes, ordinary sizes.....	—	140	@	—	—
Bar, English and American, Refined.....	—	95	@	1	—
Bar, English and American, Common.....	87 50	@	90	—	—
Scroll.....	120	@	180	—	—
Ovals and Half-round.....	120	@	145	—	—
Band.....	120	@	—	—	—
Horse Shoe.....	120	@	—	—	—
Rods, 1/2-1 1/2 inch.....	100	@	155	—	—
Hoop.....	125	@	180	—	—
Nail Rod.....	per lb.	84	@	94	—
Sheet, Russia, assorted No.'s.....	(gold)	11	@	12	—
Sheet, Single D. and T. Common.....	—	54	@	7	—
Rails, English.....	(gold)	per ton	—	56 50	—
Rails, American.....	74	@	76	—	—
Anvils, Eagle.....	per lb.	94	@	—	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality).....	per lb.	18	@	22	—
English Spring (2d and 1st quality).....	—	9	@	11 1/2	—
English Blister (2d and 1st quality).....	—	11 1/2	@	19	—
English Machinery.....	—	12 1/2	@	15	—
English German (2d and 1st quality).....	—	14	@	16	—
American Blister "Black Diamond".....	—	10 1/2	@	16	—
American, Cast, Tool, do.....	—	19	@	—	—
American, Spring, do.....	—	10	@	13	—
American Machinery do.....	—	10	@	13	—
American German do.....	—	10	@	13	—

COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	—	@	32	—
Bolts.....	—	—	@	33	—
Braziers.....	—	33	@	35	—
Nails.....	—	38	@	40	—
Sheathing, &c., Old.....	—	20	@	21	—
Sheathing, Yellow Metal.....	—	—	@	27	—
Bolts, Yellow Metal.....	—	—	@	27	—
American Ingot.....	—	23	@	23 1/2	—

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold), per lb.	—	@	37	—
Strait.....	—	31 1/2	@	—	—
English.....	(gold),	31 1/2	@	—	—
Plates—Fair to good brands.....	Gold—	—	@	—	—
I. C. Charcoal.....	per box	8 50	@	8 1/2	12
I. C. Coke.....	7	@	7 50	9 75	10 75
Coke Terne.....	—	@	6	—	8 50
Charcoal Terne.....	8	@	8 25	11	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.	—	164	@	—	—
Crude, 40 @ 47 gravity (in shipping order).....	—	—	@	22 1/2	—
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	—	@	30 1/2	—
Refined, Standard White (in ship's order).....	—	31 1/2	@	32	—
Refined, prime White (in shipping order).....	—	31	@	33	—
Refined, S. W. (in merchantable order).....	—	31	@	31 1/2	—
Naphtha, Refined, (60 @ 63 gravity).....	—	10	@	10 1/2	—
Residuum.....	per bbl.	—	@	5	—

GLASS—Duty: Cylinder or Window Polished Plate, not over 16 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 16 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2 1/2; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.	6 by 8 to 7 by 9.....	per 50 feet.	7 75	@	6
6 by 10 to 10 by 15.....	—	8 25	@	6 50	—
11 by 14 to 12 by 15.....	—	9 75	@	7	—
14 by 16 to 16 by 24.....	—	10 50	@	7 50	—
18 by 22 to 18 by 30.....	—	12 25	@	8	—
20 by 30 to 24 by 30.....	—	15	@	9	—
24 by 31 to 24 by 36.....	—	16 50	@	10	—
25 by 36 to 30 by 44.....	—	17 50	@	12 50	—
30 by 46 to 32 by 48.....	—	20	@	13 50	—
32 by 50 to 32 by 56.....	—	22	@	14 50	—
Above.....	—	25	@	16	—

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10.....	per 50 feet.	8 50	@	6 25	—
8 by 11 to 10 by 15.....	—	9	@	6 75	—
11 by 14 to 12 by 15.....	—	10	@	7 50	—
13 by 18 to 16 by 24.....	—	11	@	8	—
18 by 22 to 18 by 30.....	—	13 50	@	9	—
20 by 30 to 24 by 30.....	—	16 50	@	10	—
24 by 32 to 24 by 36.....	—	18	@	12	—
25 by 36 to 26 by 40.....	(3 qts.).....	20	@	16	—
28 by 40 to 30 by 48.....	(3 qts.).....	22	@	18	—
30 by 50 to 32 by 56.....	(3 qts.).....	24	@	20	—
32 by 58 to 34 by 60.....	(3 qts.).....	27	@	23	—

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

Th. 26. F. 27. Sat. 28. M. 30. Tu. 31. W. 1

Canton Co.....	56	107	106	107 1/2	107 1/2
Central of N. Jersey.....	105 1/2	107	106	107 1/2	107 1/2
Chicago & Alton.....	153 1/2	154 1/2	155	156	154 1/2
" pref.....	156 1/2				
" 1 M.....					
" S. F.....					
" Inc. bds.....					
Chicago, Burl. & Q.....					
" 8s, 1883.....	108				
Chi. & Gt. Eastern 1st m.....					
Chi. & Northwestern.....	84 1/2	83 1/2	84	85 1/2	85 1/2
" pref.....	95 1/2	95 1/2	95	96 1/2	94 1/2
" 1st M.....	90 1/2	90 1/2		90 1/2	
" Interest.....					
" S. F.....					
" Consol.....	95				
Chic. Rock Isl. & Pac. 114.....	114 1/2	114 1/2	114 1/2	114 1/2	115 1/2
Chicago & R. I. 7s, 1870.....					100 1/2
Chi. R. I. & Pa. 7s, 1896 94.....				94 1/2	95
Clev., Col. C. and Ind. 78.....			77	79	
Clev. and Pittsburg.....	106 1/2	107	107	106 1/2	108
" 2 M.....					
" 3 M.....					
" 4 M.....					
" Con.....					
Clev. and Toledo.....					
" S. F. 7s.....	90			99	
Col., Chi. & Ind. C.....	35		35	35	
" 1 M.....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
" 2 M.....	83				
Cumberland Coal pref. 36.....				33	
Del. & Hudson Canal.....			126		79
Del., Lack. & Western.....	113			112 1/2	
" 1 M. 7s.....					
" 2 M. 7s.....					
Erie Railway.....					
" pref.....					
" 1 M. 7s, 1867 98.....		98			
" 2 M. 7s, 1879.....					
" 3 M. 7s, 1883 90.....	90 1/2	90 1/2			
" 4 M. 7s, 1880.....	82 1/2			82 1/2	82 1/2
" 5 M. 7s, 1888.....					
Great Western 2d mort.....	80 1/2	81			81
Hannibal & St. Joseph.....		122 1/2	125		125
" pref.....				121	123
Hudson River 3d.....	185 1/2	183	184	184	186 1/2
" 1 M. 7s, 1869 99.....			99		
" 2 M. S. F.....					
" 3 M. 7s, 1875.....					
Illinois Central.....	139 1/2				
" bonds.....	120				
Lake Shore & Mich. S'th.....	109 1/2	106	109 1/2	106 1/2	106 1/2
" Div. bonds.....	91				92
Marietta & Cin. 1st pref.....				22	
" 2d pref.....					
Michigan Central.....	129 1/2			128	129
" S. F. 8s, 1882.....					123
" conv. 8s, '60.....					
M. S. and N. L.....					
" 1 M. S. F. 98 1/2.....	93	98 1/2	99		
" 2 M.....					
Mariposa Mining Co.....					
" pref.....	12	13			
" Tr. 10s cts.....					
Milw. and St. Paul.....	78 1/2	78 1/2	79 1/2		79 1/2
" pref.....	87	87 1/2		87 1/2	87 1/2
" 1st mort.....	91	91			
" 2d mort.....					
" 8s.....					
" 7 1/2-10s.....					
Missouri 6s.....	86 1/2	87	87 1/2	88	87 1/2
" H. & St. J. iss.....				91	
Morris and Essex.....	88 1/2	88 1/2	88 1/2	88 1/2	
" 1st mort.....	99	99		99	98 1/2
" 2d mort.....	92	92			92
New York Central.....	204 1/2	201	201 1/2	199 1/2	203 1/2
" 7s, S. F. 1876.....			100		
" 7s, conv. '76.....					
" 6s, S. F. 1883 91.....			91 1/2		
" 6s, S. F. 1887.....					
N. York and Harlem.....	160 1/2	161		160	160
" pref.....					
" 1 M. 7s, 1873.....					
N. Carolina 6s.....	56	55 1/2		56	55 1/2
" new.....		49 1/2	49	48 1/2	48 1/2
" special tax.....	53 1/2	54 1/2	56	54 1/2	50
Ohio and Miss.....	32	32 1/2	32 1/2	32	32 1/2
" pref.....					
" 1st M.....		79 1/2	80 1/2	80	80
Pacific Mail S. S. Co.....	80				
Panama.....		230			
Phila. and Reading.....	96 1/2	95 1/2	95 1/2	96 1/2	97 1/2
Pitts., Ft. W. & Chicago.....					
" 1 M.....				102 1/2	102
" 2 M.....					
" 3 M.....			97		
" Equip.....		96			
Quicksilver Mining Co.....	14 1/2			15	15 1/2
St. L., Alton & C. H.....					
" pref.....					59
" 1 M.....					59
" 2 M. S. F.....					
" Income bds.....					
Tennessee 6s.....	60 1/2	62	61 1/2		
" new.....	54	53	52 1/2	51 1/2	51 1/2
Tol., Wab. & Western.....	83 1/2	83			83 1/2
" pref.....					
" 1 M. ex.....					80
" 2 M.....	84 1/2			84	84
" Equipment.....					
Virginia 6s, ex-coupon.....	55		55	55	
" new.....		59 1/2			

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

Th.26.F.27.Sat.28.M.30.Tu.31.W.1

FEDERAL STOCKS:—				
U. S. 5s, 1871, reg.	111½	111½	111½	111½
U. S. 5s, 1871, coup.	111½	111½	111½	111½
U. S. 5s, 1874, reg.	111½	111½	111½	111½
U. S. 5s, 1874, coup.	111½	111½	111½	111½
U. S. 5s, 10-40s, coup.	111½	111½	111½	111½
U. S. 5s, 10-40s, reg.	111½	111½	111½	111½
U. S. 6s, 1881, reg.	123½	123½	123½	123½
U. S. 6s, 1881, coup.	123½	123½	123½	123½
U. S. 6s, '81, O.W.L. y.	123½	123½	123½	123½
U. S. 6s, 1881, . . .	123½	123½	123½	123½
U. S. 6s, 5-20s, reg. '62	122½	122½	122½	122½
U. S. 6s, 5-20s, c. 1862	123½	123½	123½	123½
U. S. 6s, 5-20s, reg. '64	122½	122½	122½	122½
U. S. 6s, 5-20s, c. 1864	122½	122½	122½	122½
U. S. 6s, 5-20s, reg. '65	122½	122½	122½	122½
U. S. 6s, 5-20s, c. 1865	122½	122½	122½	122½
U. S. 6s, 5-20s, r. n. '65	122½	122½	122½	122½
U. S. 6s, 5-20s, c. n. '65	122½	122½	122½	122½
U. S. 6s, 5-20s, reg. '67	121½	121½	121½	121½
U. S. 6s, 5-20s, c. 1867	121½	121½	121½	121½
U. S. 6s, 5-20s, reg. '68	120½	120½	120½	120½
U. S. 6s, 5-20s, c. '68	120½	120½	120½	120½
U. S. 6s, Pac.R. Issue	110½	110½	110½	110½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

W.25.Th.26.F.27.Sat.28.M.30.Tu.31

Catawissa				
.. preferred	37½	37½	37½	37½
Camden and Amboy	123	123	123	123
.. 6s, 1870	97	97	97	97
.. 6s, 1875	85½	85½	85½	85½
.. 6s, 1883	85½	85½	85½	85½
.. 6s, 1889	85½	85½	85½	85½
.. mort. 6s, '89	85½	85½	85½	85½
Elmira & Williamsport	88½	88½	88½	88½
.. pref.	88½	88½	88½	88½
Lehigh Navigation	35½	35½	35½	35½
.. 6s, 1884	84	84	84	84
.. Gold L.	97	97	97	97
.. R. R. L.	87	87	87	87
Lehigh Valley R.R.	56½	56½	56½	56½
.. 6s new coup.	94	94	94	94
.. 6s new reg.	95½	95½	95½	95½
Little Schuylkill R.R.	42	42	42	42
.. 7s	53½	53½	53½	53½
Minehill	53½	53½	53½	53½
Morris Canal	60	60	60	60
.. pref.	60	60	60	60
.. 6s, 1876	87½	87½	87½	87½
North Pennsylvania	87½	87½	87½	87½
.. 7s	108	108	108	108
.. 10s, 1887	49½	49½	49½	49½
Northern Central	49½	49½	49½	49½
Pennsylvania R.R.	57½	57½	57½	57½
.. 1st M.	57½	57½	57½	57½
.. 2d M.	57½	57½	57½	57½
Penn. State, 6s, 1st series	105½	105½	105½	105½
.. 6s, 2d series	105½	105½	105½	105½
.. 6s, 3d series	105½	105½	105½	105½
.. 6s, W. L.	101	101	101	101
Philadelphia City, 6s	101½	101½	101½	101½
.. new	101½	101½	101½	101½
Philad. Germ. & Nor.	47½	47½	47½	47½
Phila. & Reading	47½	47½	47½	47½
.. 7s, 1893	85½	85½	85½	85½
Philadelphia and Erie	30½	30½	30½	30½
.. 6s	85½	85½	85½	85½
Schuylkill Navigation	85½	85½	85½	85½
.. pref.	85½	85½	85½	85½
.. 6s, 1882	85½	85½	85½	85½
.. 6s, 1876	85½	85½	85½	85½
.. 6s, 1872	85½	85½	85½	85½
Susq. Canal	85½	85½	85½	85½
.. 6s, 1878	85½	85½	85½	85½
Union Canal, pref.	12	12	12	12
.. 6s, 1878	12	12	12	12
Hestonville, (Horse)	12	12	12	12
Chestnut & Wal.	45½	45½	45½	45½
Green & Coates	45½	45½	45½	45½
2d and 3d streets	45½	45½	45½	45½
Spruce and Pine	45½	45½	45½	45½
13th and 15th sts.	45½	45½	45½	45½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

W.25.Th.26.F.27.Sat.28.M.30.Tu.31

Baltimore City 6s, 1875				
.. 1880	93½	93½	93½	93½
.. 1890	95½	95½	95½	95½
.. 1893	95½	95½	95½	95½
Balt and Ohio	101½	101½	101½	101½
.. bonds, 1875	101½	101½	101½	101½
.. 1880	101½	101½	101½	101½
.. 1885	101½	101½	101½	101½
Marietta & Cin. 1st M.	87½	87½	87½	87½
.. 2d M.	89	89	89	89
Northern Central	49	49	49	49
.. bonds, 1885	88	88	88	88
.. 1900	88	88	88	88
N. W. Va. 1st mort.	88	88	88	88
.. 2d mort.	88	88	88	88
.. 3d mort.	88	88	88	88
City Passenger R.R.	88	88	88	88

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

Th.26.F.27.Sat.28.M.30.Tu.31.W.1

Boston and Albany				
.. 146½	146½	146½	146½	146½
Boston and Lowell	142	142	142	142
Boston and Maine	142	142	142	142
Boston and Providence	136	136	136	136
Boston, Hartford & Erie	18½	19½	19½	18½
.. 7s, new	62½	61½	61½	62½
Cheshire, pref.	83½	83½	83½	83½
Concord	115	114½	115	115
Connecticut River	115	114½	115	115
Eastern	115	114½	115	115
Fitchburg	133½	133½	133½	133½
Manchester & Law's	122½	122½	122½	122½
Michigan Central	129½	129½	129½	129½
Northern, N. H.	108	108	108	108
Ogdens & Lake Champ.	100	100	100	100
.. pref.	100	100	100	100
Old Colony & Newport	97	98	98	98
Ph., Wil. & Baltimore	52½	52½	52½	52½
Port'd, Saco & Ports	111½	111½	111½	111½
Vermont & Canada	102	102	102	102
Vermont & Mass.	62	61	61	61
Broadway (Horse)	60	60	60	60
Cambridge	60	60	60	60
Metropolitan	60	60	60	60
Middlesex	60	60	60	60
Central Mining Co.	9	9	9	9
Copper Falls	13½	13½	13½	13½
Franklin	13½	13½	13½	13½
Huron	13½	13½	13½	13½
Ile Royale	13½	13½	13½	13½
National	13½	13½	13½	13½
Minnesota	13½	13½	13½	13½
Pewabic	13½	13½	13½	13½
Pittsburg	13½	13½	13½	13½
Quincy	25	25	25	25

London Stock Exchange.

—Closing Prices—
Aug. 6. Aug. 13.

Atl. & Gt. West. N. Y. sec. 7 per ct.				
1st mort., 1880	60	65	60	65
Do. do, 2d mort., 1881	55	60	55	60
Do. Penn., 1st mort., 1877	60	65	60	65
Do. do, 2d mort., 1882	55	60	55	60
Do. Consol. 7 per cent. mort. 1890	24½	25½	25	26
Detroit and Milwaukee 1st mort. 7s	60	62	60	62
Do. 2d mort. 8 p. c.	60	63	60	63
Erie shares 100 dol. all paid	19½	20	19½	20
Do. sterig. 6 p. c. convertible bonds	65	70	65	70
Do. 3d mort. 7 p. c. 1883	60	65	60	65
Illinois Central, 6 per cent., 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c.	99	101	100	102
Do. 7 per cent., 1875	75	80	75	80
Do. 100 dol. shares, all paid	94	95	94	95
Marietta and Cin. R.R. bonds 7 p. c.	75	80	75	80
New York Central, 100 dol. shares	95	100	95	100
Panama General mort. 7s, 1897	106	108	107	109
Penn. R.R. bonds, 2d mort. 6 per ct.	95	97	96	98
Do. General mort. 6 p. c. 1910	84	86	85	87
Philadelphia and Erie 1st mort. 1881	86	87	86	87
Do. with option to be paid in Phila.	87	89	87	89

American Railroad Journal.

Saturday, September 4, 1869.

Stock Exchange and Money Market.

There has been a less urgent inquiry for Money through the week, under review. The local call has been mainly from speculative borrowers, whose wants have been generally provided for with promptness on the basis of 6@7 per cent. in a temporary form. The mercantile demand has been moderate for the season, and rates on prime to good business paper have been quoted at from 7@10 per cent. per annum. The country drain of currency has been less extensive, and the city banks have been less freely drawn on for legal tender notes, of which they have reported a further loss of only \$277,997. In their deposit line, there has been a reduction of about 3¼ millions; and in the specie item, of about 2½ millions. Comptroller Hulburd, of the National Currency Bureau, has made a requisition on the national banks of this city for a statement, on September 8, of the amounts of the several items they have been accustomed to include in their specie assets, embracing gold coin, gold certificates, gold checks, gold bars, silver coin, silver bars, uncollected coupons, and whatever else they may have been accustomed to count as specie. The loan and discount averages of the city banks, last

week, were cut down about 1¼ millions. The cash balances in the U. S. Sub-Treasury at this port were reduced about 5¼ millions, leaving the general balance at the close of business on Saturday, about 857½ millions. At the close of August, the aggregate balance of the office was \$83,063,638 against \$96,621,590 at the end of July. The office now holds \$78,289,861 of coin, and \$4,666,406 of currency. On Thursday of last week, the U. S. Treasurer bought in a million of U. S. 5 20 bonds at from 119.28@119.74, nett, out of an aggregate offering of \$2,885,000. It has been formally announced that Government will buy in twelve millions of U. S. 5-20 bonds during the current month of September, viz: On the 1st \$2,000,000; 8th, \$2,000,000; 9th, \$1,000,000; 15th, \$2,000,000; 22d, \$2,000,000; 23d, \$1,000,000; and 29th, \$2,000,000. And will dispose of three millions of gold, as follows: Sept. 2, \$1,000,000; 16th, \$1,000,000; 30th, \$1,000,000. The two millions of 5-20 bonds were bought on the 1st inst., at 120.08@120.10 nett, out of an aggregate offering of \$6,731,759.

The specie reserve of the city banks according to the latest return is \$19,469,102, against \$16,949,108 same time last year. The city bank deposits are now \$188,754,539, against \$210,334,646 week ending Aug. 29, 1868. The legal tender reserve amounts to \$52,792,834, against \$67,757,376 same time last year. The circulation now stands at \$33,999,742, against \$24,112,139 same time last year. The loans are now \$261,012,109, against \$271,780,726 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$100,633,390 a day, against a daily average of \$104,000,000 the preceding week, and \$97,136,934 the week ending with Aug. 14, 1869. The current week's exchanges average about \$84,989,300 a day. The city banks, last week, reported a further loss of \$2,125,408 of specie, \$3,270,007 of deposits, and of \$277,997 of legal tender notes. They reduced their loans, \$1,729,024; and their circulation, \$28,362.

The city bank exchanges on Wednesday were \$73,731,622, and the resulting balances, \$2,860,158.

National Bank notes to the amount of \$154,040 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$317,423,206, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$17,628,866, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260.) an actual circulation at this date, of \$299,794,340. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,905,500; and for the public deposits, \$20,714,500—making a total of \$363,620,000. The Treasury Department last week redeemed and destroyed \$89,600 of worn and mutilated fractional currency, and issued \$175,000 of new. The outstanding amount of fractional currency on the 1st of Sept., was \$30,711,799 87 against \$31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Aug. 28, were \$4,715,910 in coin, including \$3,341,838 from customs duties, and \$1,361,899 in

currency; payments, \$6,546,378 in coin, including \$186,704 of coin interest, and \$6,322,260 in currency; balance at the close of the week, \$85,883,817, including \$76,817,428 of coin, and \$5,873,864 of currency, against \$91,592,863 at the close of the preceding week, showing a decrease of \$5,709,046. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$442,085 of coin, including \$370,924 from customs, and \$433,663 of currency; and payments, \$84,998 in coin, including \$16,667 of coin interest and \$797,223 in currency. On Tuesday, receipts, \$1,161,438, in coin including \$601,711 from customs, and \$240,400 in currency; and payments \$46,092, in coin including \$27,000 of coin interest and \$584,300 in currency. The balance at the close of business on Tuesday stood at \$83,063,638, (including \$4,666,406 of currency, and \$78,289,861 of coin,) against \$90,058,239 a week previous; and \$92,111,546 on Aug. 14, 1869. The aggregate receipts of the office in Aug. were \$42,041,140, including \$14,319,915 from customs; aggregate payments, \$54,599,091, including \$18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was \$23,617,580, against \$36,725,810 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired \$3,094,068 of coin certificates through the receipts for customs.

The revenues of the Government have been on a liberal scale in the form of customs, during the week, the aggregate yield having been nearly $4\frac{1}{2}$ millions in coin. The receipts from internal revenue, on excises, have been moderate. The excises, last week, yielded about \$3,600,000; customs at the port of New York, \$3,341,838, and at the out ports about \$1,100,000 (in coin) more, making the grand total income for the week equal to about \$9,596,480 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 86 millions.

Gold has been active and variable, through the week, under the conflicting reports from Paris, relative to the health of the Emperor Napoleon, and the excited state of affairs at the Bourse. The extremes in the local market have been from $132\frac{3}{8}$ to $134\frac{3}{8}$; and the closing quotation on Wednesday was $133\frac{1}{4}$. The customs demand has been extensive; while the export drain has been light. Government marketed a million of Gold on Thursday, and will dispose of a million on the 16th and another on the 30th of the current month of September. The coin reserve of the Sub-Treasurer on the 1st, inst was \$78,289,861. The city banks now report their specie reserve at $19\frac{1}{2}$ millions, as against a little over 31 millions on the 17th of July. The customs at this port yielded \$14,319,915 in August, against \$12,263,884 same month last year. The U. S. Sub-Treasurer here, it is stated has, consented to renew the issue of Gold Notes of the denomination of \$10,000 with a view to the accommodation of bankers and brokers, who dealt largely in Gold. These notes will be made payable to the order of W. G. White, Cashier of the New York Treasury Office, and will be paid out and indorsed over to parties applying for them in preference to the smaller denominations usually employed in the Gold Department of the Office. There were gold notes to the amount of \$6,200,000 cancelled at the Sub-Treasurer, and forwarded to Washington, last week.

The coin balances of the Government at this port on Wednesday morning, was about a little over $78\frac{1}{4}$ millions.

The customs of the port on Wednesday yielded \$845,000. The U. S. Sub-Treasurer disbursed \$143,368 of coin interest, on that day.

The customs demand for Gold last week, averaged \$556,973 a day; thus far, this week, it has averaged \$505,000 a day, or equal to a weekly aggregate of \$3,030,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$11,325, and since Jan. 1, \$9,835,856, against \$4,850,183 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$88,911,713, against \$77,971,966 same time in 1868. At San Francisco, from Jan. 1, to Aug. 20th, 1869, \$5,016,000, against \$5,104,000 same time last year.

The exports of specie, from this port, last week, were \$168,500, against \$492,034 same week last year; total, since Jan. 1, 1869, \$24,893,234, against \$64,409,113 same time last year. Government disbursed last week through the U. S. Sub-Treasurer here, on account of the coin interest on the public debt \$186,704, and since Jan. 1, 1869, \$64,624,015, against \$60,130,581 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Aug. 20, 1869, were \$25,419,552, against \$25,202,835 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Aug. 28, were about $4\frac{1}{4}$ millions.

The following is a statement of the business of the New York Gold Exchange Bank for the week ending Saturday August 28th, 1869:

Average amt of loans and discounts, \$1,422,643 66
Average amount of specie 683,820 30
Average amount of deposits 1,433,228 42

Foreign exchange has been in more liberal supply, and quoted cheaper, on a restricted business. Bankers' prime sixty day bills on London closed heavily on Wednesday at $109\frac{1}{8}$ @ $109\frac{3}{8}$, and on Paris to 5.20 @ $5.15\frac{1}{4}$; sight bills on London to $109\frac{1}{8}$ @ $109\frac{3}{8}$, and on Paris to 5.15c. @ $5.15\frac{3}{8}$. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of \$3,835,119, making the total since Jan. 1, 1869, \$126,602,796, against \$111,458,100 same time last year.

Government securities have been, on the whole, much stronger in price, on a reduced offering in the open market, and a more active inquiry, chiefly from local purchasers, and to some extent on speculative account. The announcement that the Secretary of the Treasury had ordered the purchase of an aggregate of twelve millions of U. S. Five-Twenties, in September, has had the effect of strengthening confidence in the buoyancy of the public fund values, in the immediate future. All issues have been in light supply at this point, while the inquiry has been rather on the increase, especially from investment buyers, who give a preference to the later Five-Twenties, to the Ten-Forties and the currency six per cents, which latter have been put forth in aid of the several Pacific R. R. enterprises. Washington advices give promise of a further liquidation of some five millions of the public indebtedness, as the result of the receipts and disbursements of public money

in August. The warrants paid by the Treasury Department during August, to meet the expenditures of the government, were \$20,788,652 as follows:

Civil, miscellaneous and foreign intercourse, \$3,850,421 43; war, \$3,534,567 09; navy, \$1,929,445 65; Indians and pensions, \$11,474,217 97.

The above does not include payment on account of the public debt.

U. S. sixes of 1881 closed here on Wednesday at $123\frac{1}{8}$ @ $123\frac{1}{8}$; U. S. Five-twenties of 1862, ex-compon, $123\frac{1}{8}$ @ $123\frac{1}{8}$; U. S. Five-twenties of 1864 at $122\frac{5}{8}$ @ $122\frac{3}{4}$; U. S. Five-twenties of 1865 at $122\frac{5}{8}$ @ $122\frac{3}{4}$; U. S. Five-twenties of 1866, consolidated, $121\frac{1}{4}$ @ $121\frac{3}{8}$; U. S. Five-twenties of 1867, $121\frac{3}{8}$ @ $121\frac{1}{2}$; U. S. Five-twenties of 1868, $121\frac{1}{4}$ @ $121\frac{1}{2}$; U. S. Ten-forties at $112\frac{1}{8}$ @ $112\frac{3}{8}$, ex-interest; U. S. Six per cent. currency bonds, $111\frac{1}{4}$ @ $111\frac{3}{8}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 18.	Aug. 25.	Sept. 1.
Consols	92 $\frac{7}{8}$	93 $\frac{1}{2}$	93 $\frac{1}{4}$
U. S. 5-20's of 1862	83 $\frac{1}{4}$	84	84
U. S. 5-20's, 1865	83 $\frac{1}{4}$	83 $\frac{1}{4}$	83 $\frac{5}{8}$
" 1867	82 $\frac{7}{8}$	83	83
" 10-40s	76	76 $\frac{1}{2}$	76 $\frac{1}{2}$
Erie	18 $\frac{1}{2}$	20	24
Ill. Central	94 $\frac{3}{4}$	94 $\frac{3}{4}$	94 $\frac{3}{4}$

Railway and miscellaneous share property has been without much animation, since our last. Prices have varied considerably. On Tuesday, the dealings were strengthened by the increased call for the Vanderbilt stocks, which rallied sharply, helping the whole market. On Wednesday, the dealings were rather more extensive and the market was buoyant.

There has been a fairly active trade in Bread-stuffs, Petroleum, and Tobacco, since our last, but at variable prices. Cotton operations have been checked by the scanty supply available here. Middling upland cotton closed tamely on Wednesday at 35 cts. per lb. The stock of cotton now here is given at about 7,100 bales. The receipts at the port this week, have averaged about 200 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,308,500 bales, against 2,347,000 bales same time in 1867-'8; exports, same time 1,445,000 bales, against 1,649,000 bales same time in 1867-'8; stock on hand at latest dates, 11,500 bales, against 37,500 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,276 pkgs., against 14,680 pkgs., same time last year. From Boston, 6,034 pkgs., against 6,755 pkgs. same time in 1868.

At the auction sale of Scranton Coal on Wednesday 80,000 tons were disposed of at from 6.15 @ 7.75 per ton of 2250 lbs., delivered at Elizabethport, N. J.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 10@16c., per lb.; week's receipts, 6,296. Milch cows, dull and heavy, at from \$40@\$110 each, receipts, 89. Veal calves in moderate request at from 6@11c. per lb.; receipts, 3,348. Sheep and lambs more active at from 4@6 $\frac{1}{2}$ c., and 6 $\frac{1}{2}$ @8 $\frac{1}{2}$ c. per lb.; receipts, 33,950. Swine in less request at from 9 $\frac{3}{8}$ @10c. per lb.; receipts, 21,836.

Foreign goods have been moderately sought after and generally quoted steady. The week's dry goods imports were valued at \$3,571,877, and of general merchandise, \$3,504,941.

Freights, have been less active and rates have been rather less buoyant. For Liverpool we quote flour at 2s. @ 2s. 3d. by sail, and 2s. 6d. @ 2s. 9d. by steamer, per bbl.; grain at 8 3/4 d. @ 9d. by sail, and 10d. by steamer, per bushel; cotton at 1 3/4 d. by sail, and 1 1/2 d. by steamer, per lb.; and heavy goods 20s. @ 35s. by sail, and 30s. @ 45s. by steamer, per ton. Total number of vessels in port on Wednesday, 435.

The New York exports, exclusive of specie, for the week ending Aug. 31, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	\$2,827,891	\$3,835,019
Prev. reported.....	108,630,209	122,767,777

Since January 1.....\$111,458,100 \$126,602,796

The imports for the week ending August 28, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	\$3,126,200	\$3,571,887
Gen. merchandise.....	3,072,307	3,504,941

Total for the week.....\$6,198,507 \$7,076,828
Previously reported....162,176,815 200,210,154

Since January 1.....\$168,375,322 \$207,286,982

The balance in the Sub-Treasury on Wednesday was \$86,468,743 52.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee 1st mort., 87; Galera and Chicago 1st mort., 96; Long Dock bonds, 91; Central Pacific 6s, 94 3/4; Pittsburgh, Ft. Wayne and Chicago guaranteed, 89 3/4; N. Y. and N. Haven R. R., 140; do., 6s, 98; New Jersey R. R., 123 1/2; Rome, Watertown and Ogdensburg R. R., 105; Dubuque and Sioux City R. R., 112; Brooklyn 6s, W. L., 93 3/4; N. Y. State 7s, Bounty Loan reg., 108 1/2; do., 6s, 1874, 103; Louisiana 6s, Levee bonds, 66; Georgia 6s, 84 1/2; do., 7s, 92; Western Union Telegraph, 37 1/2; do., 7s, 89; Citizens Gas, 150; Adams' Exp. Co., 56 1/2; U. S. Exp., 63; Mer. Union Exp., 11; Am. Mer. Union Exp., 35; Wells-Fargo Exp., 19; Brunswick City Land, 8 1/2; Buchanan Farm oil, 0.53; Consolidated Gregory gold, 2.25; Central pet., 0.63; La Crosse gold, 0.16; Quartz Hill gold, 1.20; Rocky Mt. gold, 0.08; Smith and Parmelee gold, 2.80; Tudor Lead, 4.10.

Philadelphia.—Allegheny County 5s, 75; do., 4s, 61 1/2; Pittsburgh City 6s, 95; Steubenville and Indiana 1st mort., 76; Phila. and Sunbury 7s, 93; West Jersey R. R., 6s, 91; Phila. and Reading 6s, 1870, 109 1/4; Camden and Burlington County R. R., bonds, 85; Philadelphia and Darby R. R., 12; Elmira and Williamsport 5s, 60; Camden and Amboy scrip, 67 1/2; West Philadelphia R. R., 62; Oil Creek and Allegheny River R. R., 41; St. Nicholas Coal, 2 3/4; Ocean Oil, 1 1/2. The latest quotations are: City 6s, 97 @ 97 1/2; do., free of tax, 101 1/2 @ 101 1/4; State 5s, coupon, 92 @ 93; do., reg., — @ 99 1/4; do., 6s, W. L., 100 3/4 @ 101; do., 1st series, 103 1/2 @ 104; do., 2d series, 106 1/2 @ 107; do., 3d series, 110 @ 110 1/4; Reading, 48 3/8 @ 48 1/2; do., 7s, 1893, 105 @ 106 1/2; do., 6s, 1880, 88 @ 90; Camden and Amboy, 122 3/4 @ 123; do., mort. 6s, 1889, 94 @ 95; do., 1883, 85 1/2 @ 86; Penn. R. R., 57 @ 57 1/2; do., 1st mort., 98 @ 99; do., 2d mort., 97 1/2 @ 98; Little Schuylkill R. R., 42 @ 43; Morris Canal, 30 @ 30; do., pref., 60 @ 60 1/4; do., bonds, 80

@ 90; Susquehanna Canal, 10 @ 13; do., 6s, 53 @ 57; Sch. Nav., 9 @ 10; do., pref., 19 @ 19 1/2; do., 6s, 1882, 65 @ 65 1/2; Delaware Div. Canal, 48 @ 53; do., bonds, 81 @ 83; Elmira and Williamsport, 30 @ —; do., pref., 39 @ 40; do., 7s, 1873, 88 3/4 @ 89; do., 5s, 59 3/4 @ 60; Lehigh Coal and Navigation, 37 1/2 @ 37 3/4; do., 6s, 1884, 84 @ 84 1/4; do., R. R., Loan, 86 @ 87 3/4; do., Gold Loan, 97 @ 97 1/2; North Pennsylvania, 36 @ 37; do., 6s, 87 @ 88; do., Chattle 10s, 111 1/2 @ 113; Philadelphia and Erie, 30 1/4 @ 30 1/2; do., 6s, 89 @ 89 1/2; Minehill, 53 @ 54; Catawissa, 16 @ —; do., pref., 38 3/8 @ 38 1/2; Lehigh Valley, 56 @ 56 1/2; do., 6s, new, 93 3/4 @ 94; Fifth and Sixth streets, (horse), 39 @ 40; Second and Third, 45 @ 46; West Philadelphia, 62 @ 62 1/2; Spruce and Pine, 26 @ 27; Green and Coates, 38 @ 39; Chestnut and Walnut, 45 @ 47; Thirteenth and Fifteenth, 18 @ 19 1/2; Girard College, 27 @ 30; Tenth and Eleventh, 70 @ 72; Union, 44 @ —; Hestonville, 11 3/4 @ 12 1/4.

Boston.—Old Colony and Newport 6s, 1875, 94; do., 7s, 1877, 101; Cedar Rapids and Missouri River 7s, 1916, 92; Cincinnati, Sandusky and Cleveland, 20 1/2; do., 7s, 1890, 73 1/4; Union Pacific 6s, 85; Vermont Central and Vermont and Canada 8s, 101 3/4; Vermont Central 1st mort., 83 3/4; Cheshire R. R. 6s, 90 3/4; Eastern R. R. 6s, 1889, 96; Keokuk and St. Paul R. R. 8s, 94 3/4; Summit Branch, 23 1/2; Worcester and Nashua R. R., 126; Boston Water Power Co., 15; Cary Imp. Co., 7 1/2; Boston Gas Light, 820 1/2; Essex Co., 137 1/4; Massachusetts 6s, 1875 @ 1876, gold, 121; do., 5s, 1894, gold, 107 1/2; Chicago 6s, 1877, 89 1/2; do., 7s, 97 1/2; Cincinnati 7 3-10s, 1889, 103; Boston 6s, 1874, currency, 100; do., 5s, 1876, gold, 108 1/2; do., 1878, gold, 107 1/2; do., 1883, gold, 107 3/4; Cambridge 6s, W. L., 99 1/4; St. Louis County 7s, 1887, 94 1/2; Hartford 6s, 1881, 98; Bangor 6s, 1894, R. R., Loan, 87; St. Louis City 6s, 83 3/4; Charleston 6s, 99 1/4; Allouez Mining Co., 4 1/2.

Baltimore.—Virginia 6s, old, reg., 45 1/4; do., 1867, reg., 50 1/2; do., 1866, reg., 53 3/4; Maryland Defense Loan, 102; Memphis City 6s, 50 1/2; Central Ohio R. R., 25. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, — @ 89; Balt. and Ohio, 122 @ 123; do., 6s, 1875, 93 @ 93 1/2; do., 1880, 93 @ —; do., 1885, 95 @ 96 1/2; Northern Central, 49 1/4 @ 50; do., 6s, 1885, 87 1/2 @ 88; do., 1900, 86 @ 86; do., 6s, 1900, gold, 100 1/2 @ 101; Parkersburg Branch, 22 @ 24; N. W. Va. 1st mort., 93 @ 93 1/2; do., 2d mort., 92 @ 93; do., 3d mort., 1885, 86 @ 88 1/2; Marietta and Cincinnati 7s, 1892, 87 @ 88; do., 2d mort., 69 @ 69 3/4; Central Ohio, 25 @ 26; do., 1st mort., 78 @ —; Western Md. 6s, 1890, 69 1/4 @ 75; do., guar., by Baltimore City, 89 @ —; do., 2d mort., guar., 87 @ —; do., 6s, pref., 42 @ 50; do., 6s, guar., by Washington Co., 70 @ 80; Richmond and Danville bonds, 72 1/2 @ 73; Baltimore 6s, 1875, 95 3/4 @ 97; do., 1886, 93 1/4 @ 93 1/2; do., 1890, 95 1/2 @ 96; do., 1893, 91 @ 92; do., 6s, 1838-70, 73 @ 78; Memphis City 6s, 49 3/4 @ 51; City Passenger R. R., 18 1/2 @ 19; George's Creek Coal, 71 1/2 @ 73; Santa Clara, 1.50 @ 1.65; Atlantic Coal, 2.90 @ 2.90.

At a meeting of the stockholders of the Kalamazoo and Schoolcraft, Schoolcraft and Three Rivers, and Three Rivers and White Pigeon Railroads, at Kalamazoo, Mich., on the 20th ult., it was resolved to consolidate the three roads

under the name of the Kalamazoo and White Pigeon Railroad.

Chenango Canal.

The Albany Argus says that the work on the Chenango Canal extension is being pushed forward with energy, and will soon be completed to the Pennsylvania line, providing the Legislature furnishes the requisite means. Last week a reconnaissance of the whole line between Oswego and the State line was made by a party consisting of the State Engineer, division and resident engineers, State Treasurer, Canal Commissioner, and others, particular reference being had to the dam across the Susquehanna, and a connection with the North Branch Canal of Pennsylvania. A large amount of work is being done between Oswego and Binghamton.

Kansas Pacific Railway.

A telegram received in St. Louis, from Topeka, Kansas, announces the sale of thirty-two thousand acres of land for the Kansas Pacific Railway Company, to the representatives of an English colony, comprising twelve hundred families. The average price per acre was about \$3 75. Eighteen members of the colony have already arrived and commenced making improvements on the land. Most of the others are expected to arrive during the coming Fall and Spring. They are a superior class of English emigrants, and are said to possess sufficient means to improve their property at once.

The Commissioner of Internal Revenue has decided that the practice of railroad companies, canal companies, banks, insurance companies, and other corporations which are required by law to withhold and to pay over to the United States a tax of five per cent. on all dividends, interest, coupons representing interest, surplus and contingent fund, &c., of treating said amounts as expense of business, and deducting them in all returns where expenses are deductible, is wrong, and cannot be allowed; that the amounts thus paid are not an expense of business, and no such return should be accepted until the Assessor is convinced no deduction of the kind has been made.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfurt and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMPANY, 12 Pine street.

The right of way for the new railroad from Medford to Camden has been secured, except in one or two instances, which will probably be secured in a short time, and the work of building it will be commenced. It is the intention of the Directors to finish this road at an early day.

Five miles of track have been laid on the Southern Minnesota Railroad from Austin Junction westerly.

The proposed railroad route from Newport, Vt., to North Troy, by way of South Troy, is being surveyed.

Commerce of New York.

The foreign imports at New York for the month of July, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	\$12,193,589	\$12,569,232
Do. for warehousing....	10,573,083	10,705,702
Free goods.....	1,094,543	1,214,472
Specie and bullion.....	126,442	202,487

Total entered at port...	\$23,987,657	\$24,682,893
Withdrawn fr. wareh'use	6,829,796	8,151,534

The foreign imports at New York for the seven months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	\$71,118,420	\$93,215,706
Do. for warehousing....	70,296,156	83,816,016
Free goods.....	6,048,592	9,086,943
Specie and bullion.....	4,165,342	10,213,747

Total entered at port...	\$151,628,520	\$196,332,412
Withdrawn fr. wareh'ose	58,752,011	61,138,759

The revenue from customs at New York:

	1868.	1869.
In July.....	\$9,237,920 50	\$10,045,078 14
Prev. 6 months...	55,450,748 65	63,467,409 94

Total since Jan. 1.	\$64,688,669 15	\$73,512,488 08
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The exports from New York to foreign ports in the month of July, were:

	1868.	1869.
Domestic produce.....	\$10,538,848	\$18,460,323
Foreign free goods.....	37,975	27,020
Do. dutiable.....	444,735	604,923
Specie and bullion.....	10,584,558	6,474,624

Total exports.....	\$21,606,116	\$25,556,890
Do. exclusive of specie.	11,021,558	19,082,266

The exports from New York to foreign ports for seven months from January 1, were:

	1868.	1869.
Domestic produce.....	\$89,640,160	\$100,242,492
Foreign free goods....	412,224	183,890
Do. dutiable.....	4,354,208	3,928,017
Specie and bullion.....	59,688,153	21,926,517

Total exports.....	\$154,124,750	\$126,280,916
Do. exclusive of specie	94,436,592	104,354,399

Journal of Railroad Law.

RAILROADS—LIABILITY FOR STOCK INJURED—NEG-
LIGENCE OF LESSEE—LIABILITY OF INDIVIDUAL
OPERATORS.

The facts of the late case of *Liddle vs. Keokuk, Mt. Pleasant and M. R. R. Co. et al.* (23 Iowa 378) are, that plaintiff's cow, of the value of fifty dollars, was killed, May 31st, 1866, by the engine running on the track of the railway company. The other defendant Kilbourne, was at the time "individually the lessee, and in the possession of and running said road." The road was not fenced. Due notice was given as required by the statute, of the killing, on the company and lessee. No proof of carelessness, nor was the cow killed by any willful act of plaintiff or his agent. Judgment against the company for \$100, and the cause dismissed as to Kilbourne. From this latter order plaintiff appeals.

The following is the opinion by

WRIGHT, J.—This case involves a construction of section 6, chapter 169, Laws of 1862, (197). And though this section has frequently received a construction at our hands, the point here made is new. The statute is, that any railroad company hereafter running or operating its road in this State, and failing to fence etc., shall be absolutely liable to the owner of any live stock injured, etc. In case the company thus liable shall neglect or refuse to pay the value after thirty days' notice,

etc., it shall be held for double the value, etc. Was the lessee "in possession of and running said road," under the agreed facts, liable equally with the company?

Our opinion is that the statute will not warrant this construction. The language is clear, plain and fairly susceptible of but one meaning. The law does not require a lessee to fence the road, nor make him liable for injuries to property if he does not. Giving it the most liberal construction, keeping in view the object and spirit of the entire chapter, we still think it would require at our hands the clearest judicial legislation, to extend it so as to cover plaintiff's claim.

It is the company that has the power and right to fence—the company organized under the general incorporation act—and it is this voluntary association, possessing the power to protect itself, which is made liable for a failure to comply with the implied, not express, requirements of the statute. A lessee's term may continue for one day, one month or one year.

In case of negligence of his employees, or of his own in the particular case, he might be liable. The liability of the company is absolute, not depending upon the question of negligence, provided the loss occurred by reason of the want of such fence. It was competent for the legislature to make any one liable criminally for running a train on a road not fenced, or to make lessees and employees responsible for stock killed or injured thereon, but for reasons doubtless satisfactory and reasonable, the language of the act limits the liability to the company.

And there would be as good ground for extending it to employees, the engineer and conductor, as to a lessee. We do not say that the law making power might not more consistently include the lessee than the employee, nor that this might not be done with much consistency, but what is meant is, that as the law now stands there is no more warrant for including the one than the other. If the killing was the result of the willful act of the appellee, a different question would arise, and the case of *Russell vs. Harby* (20 Iowa, 20 Iowa, 219), cited by appellant, would be applicable. Nothing of this kind appears.

We have said that it is the company—a company organized, etc., which is made liable. If a case should occur where one or more individuals, without a corporate existence, should build a road, or should run and operate it as their own, having right to fence, and under the like liability, we should not hesitate to hold that they would be within the spirit, if not the very language, of the act. But a lessee comes within neither the letter nor spirit.

Judgment affirmed.

Exports of Railway Iron.

The total quantity of railway iron exported from the United Kingdom in June was 95,039 tons, as compared with 62,773 tons in June, 1868, and 52,640 tons in June, 1867. The exports of railway iron to the United States showed some little decline in June, but there was a great expansion in the shipments to Russia; there was also some increase in the Canadian and Australian demand. The aggregate exports of railway iron from the United Kingdom for the six months ending June 30 this year were 415,784 tons, as compared with 296,542 tons in the corresponding

period of 1868, and 251,927 tons in the corresponding period of 1867. The great customers for our railway iron are Russia, the United States, and India. Russia took 86,786 tons to June 30, this year, against 20,214 tons in the corresponding period of 1868; the United States 168,348 tons, against 148,544 tons; and India 37,199 tons, against 49,494 tons. The value of the railway iron exported from the United Kingdom in June was £790,729 against £505,232 in June, 1868, and £469,466 in June, 1867; and in the six months ending June 30 this year £3,271,323, against £2,314,262 in the corresponding period of 1868, and £2,096,281 in the corresponding period of 1867.

Canadian Railway Returns.

FOR THE HALF-YEAR ENDING JUNE 30.

	1869.	1868.
Great Western.....	\$1,956,798	\$1,774,735
Grand Trunk.....	3,344,989	3,202,526
London and Port Stanley*.	13,127	14,783
Welland.....	29,279	27,517
Northern.....	309,428	268,128
Port Hope, Lindsay, & Beaverton, and Peterborough Branch.....	88,018	94,536
Cobourg & Peterborough†.	13,605	5,392
Brockville and Ottawa....	77,711	71,918
St. Lawrence and Ottawa..	64,431	59,516
St. Lawrence and Industry†	1,741	2,093
New Brunswick & Canada.	47,106	45,718
European & N'th American	80,781	72,394
Eastern Extension.....	3,638	.....

Total.....\$6,030,652 \$5,639,251

* No Return for February, 1869.

† May and June.

Monongahela Valley Railroad.

The location of the line of the Monongahela Valley Railroad has just been completed by the Chief Engineer, Mr. Loew. The results of the final surveys are even more favorable than at first anticipated, and it behooves the vast coal and manufacturing interests of the Valley and Pittsburgh to take hold of the matter with energy and push it through with dispatch. The subscriptions still needed, ought to be raised without much difficulty, in view of the assured large business the road will do, as soon as opened, and the trifling cost of construction.

As we said, the surveys are the most favorable imaginable. Look at the grades, for instance: There is a perfect dead level from the Panhandle bridge twenty nine miles to Monongahela City, from thence to Brownsville, twenty-three miles, a rise of only ten feet. From that point to the State line, a distance of thirty-five miles, there is an up grade of only forty-four feet, making a total rise of fifty-four feet in one hundred and seventeen miles! Nor are there any tunnels or heavy, costly cuts in the whole length mentioned; no bridges of more than thirty feet water way. The road, simply considered as a local railroad, will do a large business as soon as built. There are over fifty coal works alone between McKeesport and the State line. But an easy and very favorable connection can be made with the Baltimore and Ohio Railroad at Fairmont, twenty miles beyond the State line. The next, and prospectively the most important connection would be with the Virginia and Tennessee Railroad, near the head waters of the Big Kanawha, which would give the shortest, easiest and best line of route between the East and Chattanooga. With this connection, the Monongahela would also be the best route for all the trade and travel between Savannah and Charleston and the Lakes. The Board has thus far paid special attention to the line through East Birmingham, but their negotiations have not reached any very satisfactory results, we believe. At all events, Mr. Loew is instructed to make surveys for a bridge near Brownstown, to connect with the Connellsville

road. It has also been proposed to lay a line of rail over Dam No. 2 at Port Perry, and connect this with the Connellsville, which would possibly be the cheapest and most expeditious mode of opening rail communication with the upper valley. The Monongahela Valley Railroad Company has evidently a splendid franchise, and we hope to see them successful in their negotiations for funds to immediately finish the road as far as the State line.—*Pittsburg Chronicle*.

New York and Oswego Midland Railroad.

The Chenango Union says the connection of the Sherburne extension with the Midland Railroad was made at Sherburne Four Corners on Saturday last, and the new engine "Madison" placed upon the Midland track and run south as far as Plasterville. The work of ballasting the road will now be pushed forward, and as soon as that is completed (and it ought not to take more than two weeks' time) passenger trains will make regular trips between Norwich and Utica. The track is laid to near Wood's Corners, and it is confidently expected that it would all be laid to Norwich the present week.

A continuous line is now laid from Munnsville, ten miles south of Oneida, to Central Square, Oswego County, a distance of forty miles. The distance from Oswego to Central Square is twenty-six miles. It is expected that the track will be laid from the latter place to Fulton, which is not far from Oswego, by the 5th of September. The grading is already done. The work on the Auburn Branch at Norwich has been commenced.

Blue Ridge Railroad.

The *Altoona (Pa.) Tribune* states that Col. J. J. Patterson, Col. J. V. Cresswell, and Hon. James M. Sellers have made a contract with South Carolina for the construction of a road from Anderson, S. C., to Knoxville, Tenn., 198 miles. Thirty-seven miles from Anderson to Marysville are in running order. A distance of 148 miles to be completed is covered by this contract. It is very heavy work, as the road crosses the Blue Ridge. There are ten tunnels—one over 5,800 feet long. The contract includes grading, masonry, bridging, ties, iron, and it is to be completed in two years. The cost will exceed \$9,000,000. Twenty months are needed to do the tunneling and grading, and four months for the superstructure. The builders are to advance \$1,000,000 before the road advances a dollar, and of this million \$300,000 are to be deposited with the road within thirty days after the 1st of August, on forfeit of \$50,000.

Cape Fear River Bridges.

WILMINGTON, N. C., August 28.—The iron bridges, built by W. Bollman, over the northwest and northeast branches of Cape Fear River, for the purpose of connecting all the railroad lines centring here, have been completed, and the first train, with a large party of excursionists, passed over to-day. The completion of this great work greatly facilitates railroad travel, enabling passengers and freight to go through without delay. The entire connection is now complete, except a mile and a half of a branch track on the Wilmington and Manchester Railroad, which will be finished in about ten days. It makes the Wilmington and Weldon, the Wilmington and Manchester, and the Wilmington, Charlotte and Rutherford Railroads almost one road, and marks a new era in the history of this city.

These bridges were built by Mr. Wendell Bollman in Baltimore, and shipped to North Carolina in sections.

Debt of North Carolina.

The Governor of North Carolina being inquired of as to the financial condition of the State; the relative position, as charges on the public revenue of the various kinds of securities issued or authorized to be issued, and the effect of the late decision of the Supreme Court of the State on such securities, replied as follows:

The Supreme Court has decided that the debt of the State contracted before the rebellion is good. This amounts to about \$18,100,000. It has also decided that the debt for unfinished works is equally good, and that there is no limit to taxation for these debts. The latter is about \$16,240,000. The amount of appropriations that fell under the decision of the Court is \$5,100,000—that is, this debt is invalid and falls. The special tax bonds are at present better than the old, for the reason that a special tax is levied and is being collected, and must be applied to meet the interest on the new bonds, whereas the State will be obliged again to fund the interest on another half year of the bonds. I feel sure that ultimately the State will be able to pay every dollar she owes.

Cumberland and Pennsylvania Railroad.

The immense traffic on the line of the Cumberland and Pennsylvania Railroad compels the company to increase its facilities by the construction of additional tracks, and we noticed last week that a large force was engaged in building additions to the piers of the iron bridge over Will's Creek, above the Narrows, preparatory to widening it for another track. The grading for the additional track as far as Kreighbaum's is mostly done, at which point the Pittsburg and Connellsville Railroad will join them. Mr. Slack, the Superintendent of the road, is bending every energy to make it equal to the demands of the immense trade now passing over it, and constantly increasing. Within another year most of the line of the road will be laid with a double track, and gradually steel rails will supersede the old iron. There will then be scarcely a limit to the capacity of the road, and we may confidently expect the annual transportation over it of more than two millions tons of coal.—*Cumberland Civilian*.

Elizabethtown and Paducah Railroad.

We are gratified to learn of the rapid progress of the work on this road. The bridges over all the rivers are now under contract, and on some of them the work is already under way, and two-thirds of the whole road is now under contract, and a portion of the first letting, extending from Elizabethtown to the line of Ohio County, (a distance of fifty miles) nearly completed. The iron sufficient for track laying to Litchfield in Grayson County is provided, and by October 1st this work will begin. Thus far the active energies of President Thomas and his Board of Directors give promise of the early completion of this valuable enterprise, and the well-known reputation of their Chief Engineer, Mr. MacLeod, insures the work to be well done.—*Louisville Courier-Journal*.

Muscatine, Kewanee and Eastern Railroad.

At a meeting of the corporators of this company at Kewanee, Wis., on the 25th ult., the following gentlemen were elected directors for the ensuing year: Simon G. Stein, of Muscatine, Morrison Travis, of Andover, Ethel V. Bronson and Milo Doty, of Kewanee, Isaac Spencer, of Osceola, Jesse L. Jones and Fred. S. Potter, of Henry, John O. Dent, of Wenona, and A. E. Harding, of Pontiac. At a subsequent meeting of the directors the following officers were chosen: President, E. V. Bronson; Vice President, John O. Dent; Secretary, Milo Doty.

Chicago and Northwestern Railway.

The lines of road owned and leased by this company are as follows: Chicago to Clinton, Iowa 138.1 miles; Clinton to Missouri River, opposite Omaha (perpetually leased), 352.9 miles—total, 491 miles. Junction to Freeport, 91 miles; Elgin to Richmond, 33 miles; Belvidere to Madison, 67.6 miles; Kenosha to Rockford, 72.4 miles; Chicago to Milwaukee, 85 miles; Chicago to Fort Howard, 242.2 miles; Escanaba to Lake Angeline Mine, 67.9 miles; Branches and extensions to mines, 5.9 miles—total length of main lines, 1,156 miles. Total length of lines owned by the company, 803.1 miles. The length of the different Divisions is as follows: Wisconsin Division, 314.6 miles; Galena Division, 261 miles; Iowa Division 354 miles; Madison Division, 67.6 miles; Peninsula Division, 73.8 miles; Milwaukee Division, 85 miles—total, as above, 1,156 miles. Length of double track (Chicago to Junction) 30 miles. Length of side tracks, 181.7 miles. Total miles of iron, 1,367.7.

Maryland Central Railroad.

The survey for the Maryland Central Railroad, which was commenced on the 16th of August by Gen. I. R. Trimble, of Baltimore, and W. S. Shoemaker & Son, has been completed. The starting point is near Towsontown, running in nearly a northeasterly direction, and terminating at the Little Falls of Gunpowder. The distance is about 11½ miles. The line crosses the Great Falls of Gunpowder, near Raven Rock, at an elevation of about 120 feet. The profile shows this to be the most practicable route for a railroad that has yet been examined in that section of country. The most elevated points on the line are at Towsontown, 407 feet, the ridge dividing the Dulany and Long Green Valleys, 427 feet, and the ridge at Baldwin's, 427 feet above tide water.

Columbia and Port Deposit Railroad.

It is very probable, if not entirely certain, that the Columbia and Port Deposit (Md.) Railroad will now be speedily built. A corps of engineers have again surveyed the route, accompanied by hands, who cleared it of underbrush. R. Crane, Esq., agent for the company, has also been along settling with the owners of property across which the road is to pass. This certainly looks as if the company intended going to work. Mr. Crane assured us a few days ago that it is certain, beyond a doubt, that the road will now be built. He says it is the intention of the company to put that part of the road between Columbia and Safe Harbor under contract in September.—*Lancaster Intelligencer*.

The earnings of the Great Western Railway of Canada for June, 1869, were \$300,600 94; and the expenses, \$173,403 24—making the net earnings, \$127,197 70. In June, 1868, the earnings were \$263,170 07; the expenses, \$148,052 59; and the net earnings, \$115,117 46—showing an increase in earnings of \$37,430 89, in expenses, \$25,350 65, and in net earnings, \$12,080 24. After deducting loss by exchange, proportion of interest charges, &c., the net profit for the five months to 30th June, is \$158,923, compared with \$120,133 in the corresponding period last year.

Ground has been broken near Hagerstown, Md., for the extension of the Franklin (Cumberland Valley) Railroad from Hagerstown to Williamsport. The distance is seven miles. Major Watts is Chief Engineer.

The Frederick (Md.) *Examiner* says that the work on the Frederick and Pennsylvania Line Railroad is progressing finely. The contractors are hard at work grading in the direction of Frederick City. The work of grading is also going on beyond Woodsboro, in direction of Carroll County. The friends of the enterprise entertain the confident hope that the road will be completed at the time specified.

The contract for building the Mississippi River Railroad from Memphis to Covington, a distance of 36½ miles, has been let to Saulpan & Co., for \$369,000. This includes clearing, grubbing, grading, trestling, bridging and cross ties; in fact the entire preparation of the road bed for the iron rails. The work is to begin early in September, and is to be completed in eighteen months.

Two parties of surveyors are now at work on the construction survey of the Lamoille Valley Railroad (the Vt. section of the Portland and Ogdensburg R. R.,) and the directors expect to have the road ready for contract this Fall. Five per cent. of the capital stock is now being collected.

The Little Rock *Gazette* says arrangements have been perfected by which the first eighty miles of the Little Rock and Fort Smith Railroad will be completed, and a bridge built at this place during the next year, and the balance of the road in two years.

Mr. Albion N. Towne has been appointed General Superintendent of the Central Pacific Railroad.

Messrs. Goss, Warner & Co., of Kalama-zoo, have taken the contract of building the Ailegan and Holland Railroad, 22 miles long.

The new railroad from Easton, Pa., to Waverly, N. Y., has been completed and opened for traffic.

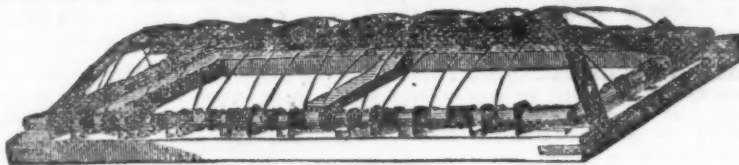
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Watches sent to any address, and by selecting from Price you can get as good a Watch as if selecting in person.

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer. - - - - - DETROIT.
C. A. TROWBRIDGE, General Agent. 37 William Street, NEW YORK.

Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway give PUBLIC NOTICE that they are now prepared to receive Tenders for five further Sections of the line.

CONTRACT No. 8 will be in the Province of Quebec, and extend from the Easterly end of Contract No. 5, at Rimouski, to a point near the Metis River, about 20½ miles in length.

CONTRACT No. 9 will be in the Province of New Brunswick, and extend from the Easterly end of Contract No. 6, towards the Town of Bathurst, about 20½ miles in length.

CONTRACT No. 10 will be in the Province of New Brunswick, and extend from the centre of the Chaplin Island road, near the Court House, at New Castle, towards Bathurst, about 20 miles in length.

CONTRACT No. 11 will be in the Province of Nova Scotia, and will extend from the Easterly end of the Eastern Extension Railway to the Westerly end of Section No. 4, (including the bridge across the Missiquash River, except the western abutment) about 3½ miles in length.

CONTRACT No. 12 will be in the Province of Nova Scotia and extend from the easterly end of Contract No. 7, at Folly Lake, to a junction with the existing railway at Truro, about 24½ miles in length.

Contracts Nos. 8, 9 and 10 to be completely finished before the first day of July, 1871. Contract No. 11 to be completely finished by 1st July, 1870.

That portion of contract No. 12 east of Folly River to Truro to be finished and ready for laying the track by the 1st day of October, 1870, from Folly River to a point opposite the Londonderry Iron Works by the 1st January, 1871, and the remaining portion of said contract by the 1st day of July, 1871.

Plans and profiles, with specifications and terms of contract, will be exhibited at the offices of the Commissioners in Ottawa, Rimouski, Dalhousie, St. John, Halifax, Toronto and Quebec, on and after the 13th September next, and sealed Tenders addressed to the Commissioners of the Intercolonial Railway, will be received at their office in Ottawa up to 7 o'clock, p. m., on the 18th October, 1869.

Sureties for the completion of the contract will be required to sign the Tender.
Commissioners' Office.

Ottawa, 3d August, 1869.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN, } Commissioners.

STEAM COAL,

From the Clover Hill Virginia Coal Mines,
A SUPERIOR ARTICLE FOR
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FOR SALE LOW BY THE CARGO. Apply to

JAMES B. CUNNINGHAM & CO.,
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TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until **October 1st, 1869**, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Railroad Companies.

OWING TO A CHANGE IN OPERATING, THE Second Avenue Railroad Company offer for sale, at their depot, corner of Sixty-third street and Second avenue, in the City of New York, the following described Cars:

Two attached 16-horse power Dummy Engines, built by Grice & Long.

Seven 20-horse power double end Dummies, with Grice & Long Engines and Whittaker Boilers.

Also seven 50 Passenger Cars, all in good running order, and will be sold cheap.

Communications addressed as above will meet with prompt attention.

MONTGOMERY QUEEN,

Vice President

4134 Second Avenue Railroad Co.

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notif managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.

Per E. Trowbridge, Treas.

DETROIT, May 23d, 1869

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.

TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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OFFICE OF THE RICHMOND IRON MINING COMPANY.

No. 165 BROADWAY, Room No. 17, }
New York, Aug. 20th, 1899. }

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron..... 72.67

Sand, etc., (insoluble)..... 15.67

Moisture and other constituents..... 11.76

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Yielding metallic iron..... 50.80

Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

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4,000 CEDAR AND HACKMETACK ON hand, and for sale in lots to suit, by

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PASSENGER CARS.

60 AND 64 SEAT NEW FIRST CLASS PASSENGER CARS. Immediate delivery. For sale by

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INSTITUTE, TROY, N. Y.—Very thorough instruction in Civil and Mining Engineering, Chemistry, Metallurgy, and Natural Science. Graduates obtain desirable positions. Re-opens Sept. 8. For annual Register, giving full information, address Prof. CHARLES DROWNE, Director. 6t32

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Steam Engines, Boilers and Steam Pumps,
Lathes, Planers, Shafting, Pulleys, Hangers,
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Railroads, Bridges, Explorations.

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OF THE

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No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, \$3 00

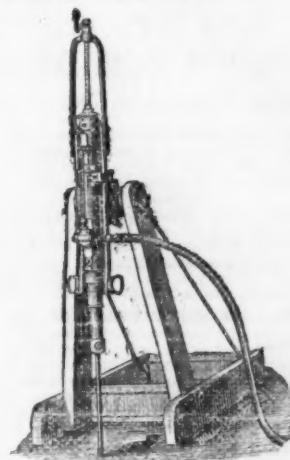
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Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1 1/2 to 5 1/2 inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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Corrugated Iron Doors, Shutters, and Iron Building

Material generally. Contractors for

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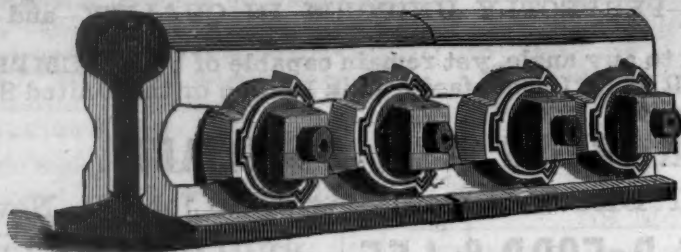
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DESIGNS AND WORKING DRAWINGS OF Railroad and other Machinery, Iron Bridges, Roofs, Cranes, &c., promptly made by M. N. FORNEY, Mechanical Engineer, 64 Broadway, (Room 48,) New York. 4t35

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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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Through rates, New York to San Francisco:

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\$275	\$225	\$150	\$75.

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Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

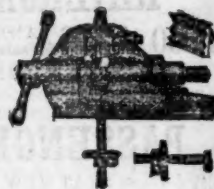
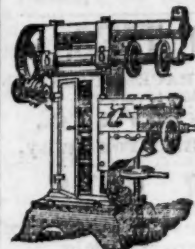
Sept. 16, ALASKA, CAPT. GRAY, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer CHINA, will leave San Francisco Oct. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on WEDNESDAY, Sept. 15. All usual facilities afforded shippers in collecting inland charges, &c.

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RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality

INDIA RUBBER
CAR SPRINGS,
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P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

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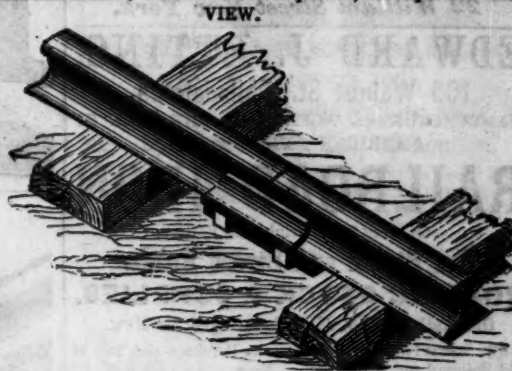
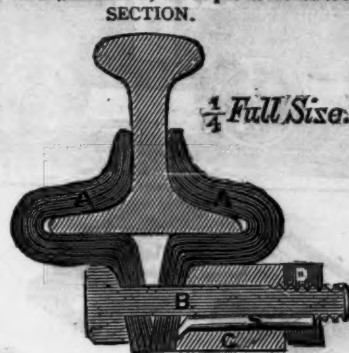
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Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.



VIEW AND SECTION show position in place. A.—Is **CLAMP-TRUSS**. B.—Are two 3/4 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The **LOCK** of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

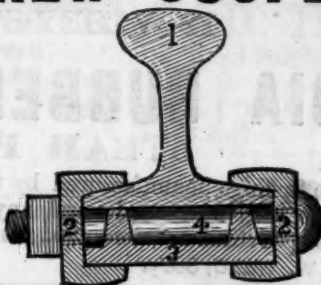
Provision has been made to prevent sliding of the rails.

Particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**
New Brighton, Pa.

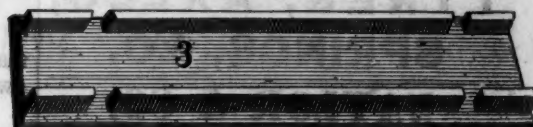
THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHOENIX IRON COMPANY, Philadelphia, Pa.

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Best French and German makes.

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WHITE OAK, CHESTNUT AND CEDAR.

Fig, Bar and Railroad Iron. Steel Rails.
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STEEL & IRON RAILS,
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ROLLING STOCK & SUPPLIES.
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Special attention paid to the Purchase and Sale of
Old Railroad and Scrap Iron.
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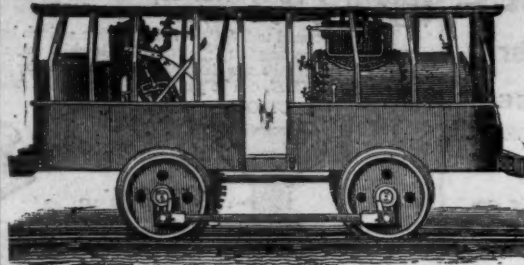
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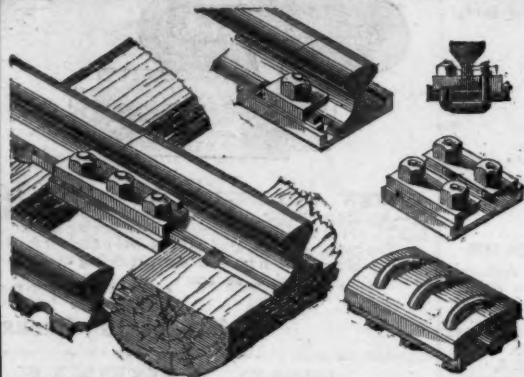
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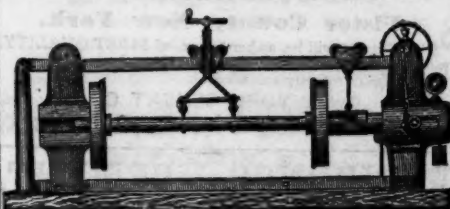
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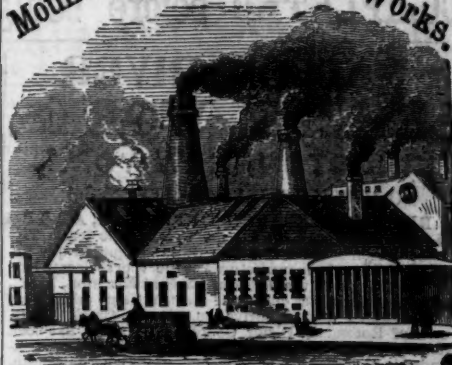
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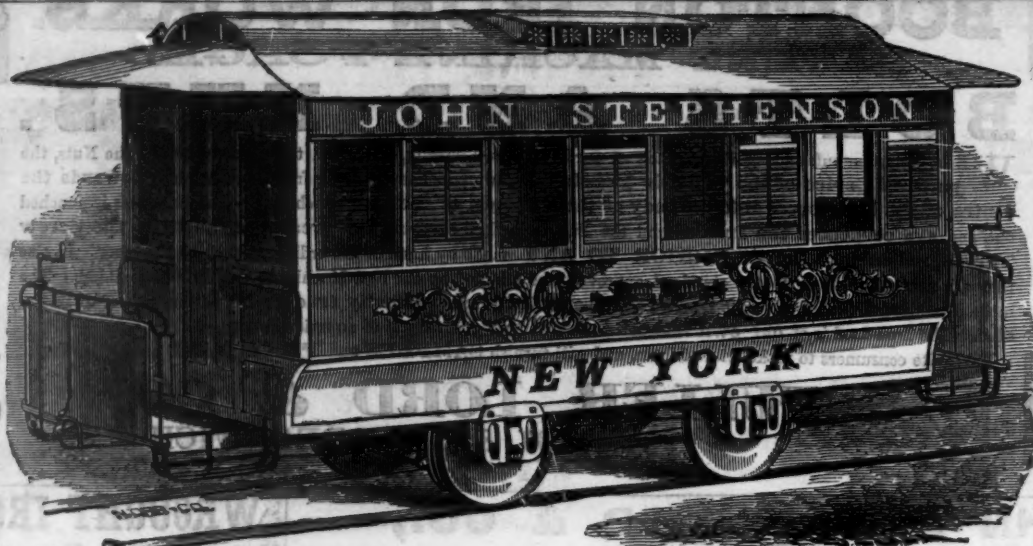
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